

# NACOmatic

Effective: 26-Aug-2010

Expires: 23-Sep-2010



(Your Airplane Picture Here)

# Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: <http://naco.faa.gov/index.asp?xml=naco/onlineproducts>

# Copyright

This compilation is protected by US copyright laws and international copyright treaties.

# Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

# Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.



|              |   |     |
|--------------|---|-----|
| ID Min Alt#1 | - | 5   |
| ID Min TO#1  | - | 14  |
| 65S          | - | 69  |
| AOC          | - | 38  |
| BOI          | - | 47  |
| BYI          | - | 72  |
| COE          | - | 80  |
| DIJ          | - | 87  |
| EUL          | - | 76  |
| GNG          | - | 91  |
| IDA          | - | 105 |
| JER          | - | 114 |
| LWS          | - | 118 |
| MAN          | - | 150 |
| MUO          | - | 137 |
| MYL          | - | 131 |
| PIH          | - | 154 |
| RXE          | - | 162 |
| S80          | - | 95  |
| S87          | - | 183 |
| SMN          | - | 165 |
| SUN          | - | 99  |
| SZT          | - | 170 |
| TWF          | - | 173 |
| U02          | - | 41  |
| U76          | - | 147 |

|                         |     |       |
|-------------------------|-----|-------|
| ID Mins - Alternates #1 | -   | 5     |
| ID Mins - Take-Off #1   | -   | 14    |
| ARCO .....              | AOC | - 38  |
| BLACKFOOT .....         | U02 | - 41  |
| BOISE .....             | BOI | - 47  |
| BONNERS FERRY .....     | 65S | - 69  |
| BURLEY .....            | BYI | - 72  |
| CALDWELL .....          | EUL | - 76  |
| COEUR D'ALENE .....     | COE | - 80  |
| DRIGGS .....            | DIJ | - 87  |
| GOODING .....           | GNG | - 91  |
| GRANGEVILLE .....       | S80 | - 95  |
| HAILEY .....            | SUN | - 99  |
| IDAHO FALLS .....       | IDA | - 105 |
| JEROME .....            | JER | - 114 |
| LEWISTON .....          | LWS | - 118 |
| MC CALL .....           | MYL | - 131 |
| MOUNTAIN HOME .....     | MUO | - 137 |
| MOUNTAIN HOME .....     | U76 | - 147 |
| NAMPA .....             | MAN | - 150 |
| POCATELLO .....         | PIH | - 154 |
| REXBURG .....           | RXE | - 162 |
| SALMON .....            | SMN | - 165 |
| SANDPOINT .....         | SZT | - 170 |
| TWIN FALLS .....        | TWF | - 173 |
| WEISER .....            | S87 | - 183 |

**INSTRUMENT APPROACH PROCEDURE CHARTS**

**IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME ALTERNATE MINIMUMS**
**ALBANY, OR**

ALBANY MUNI ..... **VOR/DME or GPS-A**  
NA except for operators with approved weather reporting service.

**ARLINGTON, WA**

ARLINGTON MUNI ..... **NDB or GPS Rwy 34**  
Category D, 800-2½.  
NA when Paine Field control tower closed.

**ASTORIA, OR**

ASTORIA RGNL ..... **RNAV (GPS) Rwy 26<sup>12</sup>**  
**VOR Rwy 8<sup>3</sup>**

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Categories A, B, 900-2; Category C, 900-2½;  
Category D, 900-3.

<sup>3</sup>Category C, 800-2½; Category D, 900-3.

**AURORA, OR**

AURORA STATE ..... **LOC Rwy 17<sup>1</sup>**  
**RNAV (GPS) Rwy 17<sup>23</sup>**  
**RNAV (GPS) Rwy 35<sup>2</sup>**

<sup>1</sup>Category D, 800-2½.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Categories A, B, 900-2; Category C, 900-2½;  
Category D, 900-2½.

**BAKER, MT**

BAKER MUNI ..... **NDB Rwy 13<sup>1</sup>**  
**NDB Rwy 13<sup>2</sup>**

<sup>1</sup>Categories A,B, 1100-2; Categories C,D,  
1100-3.

<sup>2</sup>Categories A,B, 1000-2; Category C, 1000-2½;  
Category D, 1000-3.

**BAKER CITY, OR**

BAKER CITY MUNI ..... **RNAV (GPS) Rwy 13<sup>12</sup>**  
**VOR-A<sup>13</sup>**  
**VOR/DME Rwy 13<sup>24</sup>**

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 900-2½.

<sup>3</sup>Categories A,B, 1900-2; Categories C,D,  
1900-3.

<sup>4</sup>NA when control zone not in effect.

**NAME ALTERNATE MINIMUMS**
**BELLINGHAM, WA**

BELLINGHAM INTL ..... **ILS or LOC Rwy 16**  
**RNAV (GPS) Rwy 16**  
NA when local weather not available.

**BIG PINEY, WY**

MILEY MEMORIAL FIELD ..... **VOR Rwy 31**  
Category D, 800-2½.

**BILLINGS, MT**

BILLINGS LOGAN  
INTL ..... **NDB Rwy 10L<sup>1</sup>**  
**RNAV (GPS) Rwy 10L<sup>2</sup>**  
**RNAV (GPS) Rwy 28R<sup>3</sup>**

<sup>1</sup>Category D, 800-2½.

<sup>2</sup>Categories A,B,C,D, 800-2½.

<sup>3</sup>Categories A,B, 900-2; Categories C,D,  
900-3.

**BOISE, ID**

BOISE AIR TERMINAL(GOWEN  
FIELD) ..... **LOC BC Rwy 28L**  
**RNAV (GPS) Y Rwy 10R**  
**RNAV (GPS) Y Rwy 28L**  
**VOR/DME or TACAN Rwy 10L**  
**VOR/DME or TACAN Rwy 28L**

Category E, 1000-3.

**BOZEMAN, MT**

GALLATIN FIELD ..... **RNAV (GPS)-A<sup>1</sup>**  
**VOR Rwy 12<sup>2</sup>**

<sup>1</sup>Categories A, B, 1900-2; Categories C, D,  
1900-3.

<sup>2</sup>Categories A, B, 900-2; Category C, 900-2½;  
Category D, 900-3.

**BREMERTON, WA**

BREMERTON NATIONAL .. **RNAV (GPS) Rwy 1**  
**RNAV (GPS) Rwy 19<sup>1</sup>**

NA when local weather not available.

<sup>1</sup>Categories A,B, 1200-2; Categories C,D,  
1200-3.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

# ALTERNATE MINS

E2

NAME ALTERNATE MINIMUMS  
**BUFFALO, WY**  
 JOHNSON COUNTY ..... RNAV (GPS) Rwy 31<sup>1</sup>  
 VOR/DME Rwy 31<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Category D, 800-2¼.

<sup>2</sup>Category C, 800-2¼; Category D, 800-2¼.

## BURLEY, ID

BURLEY MUNI ..... VOR-A  
 VOR/DME-B

NA when local weather not received.

## BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL ..... NDB Rwy 10<sup>1</sup>  
 RNAV (GPS) Rwy 10  
 RNAV (GPS) Rwy 28

NA when local weather not available.

<sup>1</sup>Categories A,B, 1300-2; Categories C,D, 1300-3.

## BURNS, OR

BURNS MUNI ..... VOR Rwy 30  
 Categories A, B, 1400-2; Categories C,D, 1400-3.

## BUTTE, MT

BERT MOONEY ..... ILS Y Rwy 15<sup>1</sup>  
 LOC/DME Rwy 15<sup>2</sup>  
 RNAV (GPS) Y Rwy 15<sup>3</sup>  
 RNAV (GPS) Z Rwy 15,1200-2  
 VOR or GPS-B,1400-3  
 VOR/DME or GPS-A,3000-3

<sup>1</sup>Categories A, B, C, 1200-4.

<sup>2</sup>Categories A,B, 1300-2; Categories C,D, 1300-3.

<sup>3</sup>Categories A,B, 1500-2; Categories C,D, 1500-3.

## CALDWELL, ID

CALDWELL  
 INDUSTRIAL ..... RNAV (GPS) Rwy 12  
 RNAV (GPS) Rwy 30

NA when local weather not available.

## CASPER, WY

CASPER/NATRONA  
 COUNTY INTL ..... ILS or LOC Rwy 3  
 ILS, Categories A,B, 800-2; Category C 800-2¼; Category D, 800-2¾; Category E, 900-3.  
 LOC, Category C, 800-2¼; Category D, 800-2¾; Category E, 900-3.

NAME ALTERNATE MINIMUMS  
**CHEYENNE, WY**

CHEYENNE RGNL/JERRY OLSON  
 FIELD ..... ILS or LOC Rwy 27<sup>1</sup>  
 NDB Rwy 27<sup>1</sup>  
 RNAV (GPS) Rwy 9<sup>2</sup>  
 RNAV (GPS) Rwy 13<sup>2</sup>  
 RNAV (GPS) Rwy 31<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

## CODY, WY

YELLOWSTONE  
 REGIONAL ..... RNAV (GPS) Rwy 22<sup>1</sup>  
 VOR or GPS-A<sup>2</sup>

<sup>1</sup>Category C, 800-2¼; Category D, 200-2¼.

<sup>2</sup>Category D, 900-3.

## COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY  
 BOYINGTON FIELD .... ILS or LOC/DME Rwy 5  
 NDB Rwy 5  
 RNAV (GPS) Rwy 5  
 VOR Rwy 5  
 VOR/DME Rwy 1

NA when local weather not available.

## CORVALLIS, OR

CORVALLIS MUNI ..... VOR-A  
 Categories A,B,1200-2; Categories C,D, 1200-3.

## DEER PARK, WA

DEER PARK ..... RNAV (GPS) Rwy 34  
 NA when local weather not available.

## DILLON, MT

DILLON ..... VOR or GPS-A,1500-3  
 VOR/DME or GPS-B

NA when Dillon altimeter setting not available.

## DOUGLAS, WY

CONVERSE COUNTY ..... VOR Rwy 29  
 Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

## EASTSOUND, WA

ORCAS ISLAND ..... RNAV (GPS)-A  
 Categories A, B, 1100-2.  
 NA when local weather not available.

## ELLENSBURG, WA

BOWERS FIELD ..... RNAV (GPS) Rwy 25<sup>1</sup>  
 RNAV (GPS) Rwy 29  
 VOR-B<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Category D, 800-2¼.

<sup>2</sup>Category A, 1500-2.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

## EPHRATA, WA

EPHRATA MUNI ..... **RNAV (GPS) Rwy 3<sup>1</sup>**  
**RNAV (GPS) Rwy 21<sup>2</sup>**  
**VOR/DME Rwy 3<sup>1</sup>**  
**VOR Rwy 21<sup>1</sup>**

NA when local weather not available.

<sup>1</sup>Category D, 1300-3.

<sup>2</sup>Category C, 800-2½; Category D, 1300-3.

## EUGENE, OR

MAHLON-SWEET

FIELD ..... **ILS or LOC/DME Z Rwy 16R<sup>1</sup>**  
**ILS or LOC Y Rwy 16R<sup>1</sup>**  
**ILS or LOC/DME Rwy 16L<sup>1,2</sup>**  
**RNAV (GPS) Rwy 34R<sup>2</sup>**  
**VOR or GPS-A<sup>3</sup>**

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Categories A,B, 900-2; Category C, 900-2½;

Category D, 900-2½.

## EVANSTON, WY

EVANSTON-UINTA COUNTY

BURNS FIELD ..... **ILS or LOC/DME Rwy 23**  
Categories C,D, 700-2.

## EVERETT, WA

SNOHOMISH COUNTY(PAINE

FIELD) ..... **ILS or LOC/DME Rwy 16R**

NA when control tower closed.

NA when local weather not available.

## FORT BENTON, MT

FORT BENTON ..... **RNAV (GPS) Rwy 23**

NA when local weather not available.

## GILLETTE, WY

GILLETTE-CAMPBELL

COUNTY ..... **ILS or LOC Rwy 34<sup>1,2</sup>**  
**RNAV (GPS) Rwy 16<sup>3</sup>**  
**RNAV (GPS) Rwy 34<sup>4</sup>**  
**VOR/DME Rwy 16<sup>5</sup>**  
**VOR/DME Rwy 34<sup>1</sup>**

<sup>1</sup>Categories A,B, 900-2; Category C, 900-2½;

Category D, 1000-3.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>Categories A,B,C, 800-2½; Category D, 1000-3.

<sup>4</sup>Categories A,B,C,D, 1200-4.

<sup>5</sup>Category C, 800-2½; Category D, 1000-3.

## GLASGOW, MT

WOKAL FIELD/

GLASGOW INTL ..... **VOR Rwy 12**

Categories A,B, 900-2; Categories C,D, 900-3.

VOR/DME standard.

NAME ALTERNATE MINIMUMS

## GLENDIVE, MT

DAWSON

COMMUNITY ..... **NDB or GPS Rwy 12,900-2½**

## GOODING, ID

GOODING MUNI ..... **RNAV (GPS) Rwy 7**

**RNAV (GPS) Rwy 25**

NA when local weather not available.

## GRAY AAF (KGRF)

FORT LEWIS, WA ..... **NDB Rwy 15**

**NDB Rwy 33**

**ILS or LOC Rwy 15**

**COPTER NDB Rwy 15**

NA when control tower closed.

## GREAT FALLS, MT

GREAT FALLS INTL ..... **NDB Rwy 34**

Category D, 800-2½.

## GREYBULL, WY

SOUTH BIG HORN COUNTY .... **RNAV (GPS)-A**

**RNAV (GPS) Rwy 33<sup>1</sup>**

NA when local weather not available.

<sup>1</sup>Category D, 1200-3.

## HAILEY, ID

FRIEDMAN

MEMORIAL ..... **RNAV (GPS) W Rwy 31**

Categories A,B, 1900-2; Category C, 1900-3.

## HAVRE, MT

HAVRE CITY-COUNTY ..... **VOR Rwy 26**

Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-3.

# ALTERNATE MINS

E4

NAME ALTERNATE MINIMUMS  
**HELENA, MT**  
 HELENA RGNL ..... **ILS or LOC Y Rwy 27<sup>12</sup>**  
                                   **ILS or LOC Z Rwy 27<sup>12</sup>**  
                                   **LOC/DME BC-C<sup>13</sup>**  
                                   **NDB-D<sup>14</sup>**  
                                   **RNAV (GPS) Y Rwy 9<sup>5</sup>**  
                                   **RNAV (GPS) Rwy 23<sup>6</sup>**  
                                   **RNAV (GPS) X Rwy 27<sup>5</sup>**  
                                   **RNAV (RNP) Z Rwy 9<sup>7</sup>**  
                                   **RNAV (RNP) Y Rwy 27<sup>7</sup>**  
                                   **RNAV (RNP) Z Rwy 27<sup>79</sup>**  
                                   **VOR-A<sup>8</sup>**  
                                   **VOR/DME-B<sup>6</sup>**

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A, B, 1600-2; Categories C, D, E, 1600-3.

<sup>3</sup>Categories A, B, 1300-2; Categories C, D, 1300-3.

<sup>4</sup>Category A, 1200-2.

<sup>5</sup>Categories A, B, 1600-2; Categories C, D, 1600-3.

<sup>6</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.

<sup>7</sup>NA when local weather not available.

<sup>8</sup>Categories A, B, 2900-2; Categories C, D, 2900-3.

<sup>9</sup>1000-4.

## HOQUIAM, WA

BOWERMAN ..... **RNAV (GPS) Rwy 24<sup>1</sup>**  
                                   **VOR/DME Rwy 24<sup>2</sup>**  
                                   **VOR Rwy 6<sup>1</sup>**

<sup>1</sup>Category D, 800-2½.

<sup>2</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.

## IDAHO FALLS, ID

IDAHO FALLS RGNL ..... **ILS or LOC Rwy 20<sup>1</sup>**  
                                   **LOC BC Rwy 2<sup>2</sup>**  
                                   **RNAV (GPS) Rwy 20<sup>3</sup>**  
                                   **VOR Rwy 20<sup>3</sup>**

<sup>1</sup>ILS, Category E, 700-2½. LOC, Category E, 800-2½.

<sup>2</sup>Category E, 800-2½.

<sup>3</sup>NA when local weather not available.

## JACKSON, WY

JACKSON HOLE ..... **RNAV (GPS) X Rwy 1<sup>1</sup>**  
                                   **RNAV (GPS) Y Rwy 19<sup>1</sup>**  
                                   **RNAV (RNP) Y Rwy 1, 10681200-4**  
                                   **VOR/DME Rwy 1<sup>2</sup>**  
                                   **VOR/DME Rwy 19<sup>3</sup>**

<sup>1</sup>Categories A, B, 1200-2; Categories C, D, 1200-3.

<sup>2</sup>Categories A, B, 1000-2; Categories C, D, 1000-3.

<sup>3</sup>Categories A, B, 1400-2; Categories C, D, 1400-3.

NAME ALTERNATE MINIMUMS  
**JEROME, ID**

JEROME COUNTY ..... **RNAV (GPS) Rwy 9**  
                                   **RNAV (GPS) Rwy 27<sup>1</sup>**  
                                   **VOR/DME-A**

NA when local weather not available.

<sup>1</sup>Categories A, B, 1300-2; Categories C, D, 1300-3.

## JOHN DAY, OR

GRANT COUNTY RGNL/  
 OGILVIE FIELD ..... **RNAV (GPS) Y Rwy 9**  
                                   Category B, 900-2; Category C, 900-2½.

## KALISPELL, MT

GLACIER PARK INTL ..... **ILS or LOC Rwy 2<sup>1</sup>**  
                                   **RNAV (RNP) Y Rwy 2<sup>2</sup>**  
                                   **RNAV (RNP) Rwy 20, 800-2½<sup>2</sup>**

<sup>1</sup>ILS, Categories C, D, 700-2.

<sup>2</sup>NA when local weather not available.

## KELSO, WA

SOUTHWEST  
 WASHINGTON RGNL ..... **RNAV (GPS) Rwy 12**  
                                   Categories A, B, 900-2.

## KLAMATH FALLS, OR

KLAMATH FALLS .... **ILS or LOC/DME Rwy 32<sup>1</sup>**  
                                   **RNAV (GPS) Rwy 14<sup>2</sup>**  
                                   **RNAV (GPS) Rwy 32<sup>3</sup>**  
                                   **VOR/DME or TACAN Rwy 14<sup>4</sup>**  
                                   **VOR/DME or TACAN Rwy 32<sup>4</sup>**

<sup>1</sup>ILS, Category A, 800-2; Category B, 900-2; Category C, 900-2½; Category D, 1000-3.

LOC, Category B, 900-2; Category C, 900-2½; Category D, 1000-3.

<sup>2</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

<sup>3</sup>Category B, 900-2; Category C, 900-2½; Category D, 1000-3.

<sup>4</sup>Category B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1700-3.

## LAKEVIEW, OR

LAKE COUNTY ..... **VOR/DME-A**  
                                   Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

# ALTERNATE MINS

E5

NAME ALTERNATE MINIMUMS

## LEWISTON, ID

LEWISTON-NEZ PERCE

COUNTY ..... RNAV (GPS) Y Rwy 8<sup>1</sup>  
RNAV (GPS) Y Rwy 26<sup>1</sup>  
RNAV (RNP) Rwy 30<sup>2</sup>  
RNAV (RNP) Z Rwy 8<sup>2</sup>  
RNAV (RNP) Z Rwy 12<sup>2</sup>  
RNAV (RNP) Z Rwy 26<sup>2</sup>  
VOR Rwy 8<sup>3</sup>  
VOR Rwy 26<sup>1</sup>

<sup>1</sup>Category D, 800-2½.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.

## LEWISTOWN, MT

LEWISTOWN MUNI ..... RNAV (GPS) Rwy 7  
VOR Rwy 7

Category D, 800-2½.

## LIVINGSTON, MT

MISSION FIELD ..... VOR/DME-B<sup>1</sup>  
VOR-A<sup>2</sup>

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

<sup>2</sup>Categories A, B, 2200-2; Categories C,D, 2200-3.

## MC CALL, ID

MC CALL MUNI ..... RNAV (GPS) Rwy 16<sup>1</sup>  
RNAV (GPS) Y Rwy 34<sup>2</sup>  
RNAV (GPS) Z Rwy 34<sup>3</sup>

<sup>1</sup>Category C, 900-2½.

<sup>2</sup>Categories A, B, 1600-2; Categories C, D, 1600-3.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category C, 900-2½; Category D, 1000-3.

## MC MINNVILLE, OR

MC MINNVILLE MUNI ..... ILS or LOC Rwy 22  
RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 22  
VOR/DME-B

NA when local weather not available.

Category D 800-2½.

NAME ALTERNATE MINIMUMS

## MEDFORD, OR

ROGUE VALLEY INTL-

MEDFORD ..... ILS or LOC/DME Rwy 14<sup>12</sup>  
LOC/DME BC-B<sup>23</sup>  
RNAV (GPS)-D<sup>3</sup>  
RNAV (GPS) Rwy 14<sup>4</sup>  
VOR-A<sup>5</sup>  
VOR/DME-C<sup>3</sup>  
VOR/DME Rwy 14<sup>5</sup>

<sup>1</sup>ILS, Categories A, B, C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>Categories A, B, 2300-2; Categories C, D, 2300-3.

<sup>4</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.

<sup>5</sup>Categories A, B, 1400-2; Category C, D 1400-3.

## MISSOULA, MT

MISSOULA INTL ..... ILS Rwy 11<sup>1</sup>  
RNAV (GPS) Y Rwy 11<sup>23</sup>  
RNAV (RNP) Z Rwy 11<sup>2</sup>, 800-2½  
VOR/DME or GPS-A, 2000-3  
VOR/DME or GPS-B, 2000-3

<sup>1</sup>ILS, 1600-6. LOC, NA.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Categories A, B, 1900-2; Categories C, D, 1900-3.

## MOSES LAKE, WA

GRANT COUNTY INTL ... ILS or LOC Rwy 32R<sup>1</sup>  
NDB Rwy 32R<sup>2</sup>  
RNAV (GPS) Rwy 4<sup>1</sup>  
RNAV (GPS) Rwy 14L<sup>1</sup>  
RNAV (GPS) Rwy 22<sup>1</sup>  
VOR Rwy 4<sup>2</sup>  
VOR -1 Rwy 14L<sup>2</sup>  
VOR -3 Rwy 14L<sup>2</sup>  
VOR Rwy 22<sup>2</sup>  
VOR Rwy 32R<sup>2</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

## NEWCASTLE, WY

MONDELL FIELD ..... VOR or GPS Rwy 31

NA except for operators with approved weather reporting service.

Categories A,B, 900-2; Categories C,D, 900-3.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

# ALTERNATE MINS

E6



NAME ALTERNATE MINIMUMS

## NORTH BEND, OR

SOUTHWEST OREGON

RGNL ..... ILS or LOC Rwy 4<sup>1</sup>

NDB Rwy 4<sup>2</sup>

RNAV (GPS) Y Rwy 4<sup>2</sup>

VOR-A<sup>3</sup>

VOR/DME-B<sup>2</sup>

VOR/DME Rwy 4<sup>4</sup>
<sup>1</sup>ILS, Categories A, B, 800-2; Category C, 900-2¼; Category D, 1100-3. LOC, Category C, 900-2¼; Category D, 1100-3.

<sup>2</sup>Category C, 900-2¼; Category D, 1100-3.

<sup>3</sup>Categories A, B, 1200-2; Categories C, D, 1200-3.

<sup>4</sup>Categories C, D, 1000-3.

## OAK HARBOR, WA

AJ EISENBERG ..... RNAV (GPS) Rwy 7

NA when local weather not available.

## OLYMPIA, WA

OLYMPIA RGNL ..... ILS or LOC Rwy 17<sup>123</sup>

RNAV (GPS) Rwy 17<sup>2</sup>

RNAV (GPS) Rwy 35<sup>2</sup>

VOR-A<sup>24</sup>

VOR/DME Rwy 35<sup>2</sup>
<sup>1</sup>ILS, Categories C, D, 700-2.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>NA when control tower closed.

<sup>4</sup>Category D, 800-2¼.

## ONTARIO, OR

ONTARIO MUNI ..... RNAV (GPS) Rwy 14

RNAV (GPS) Rwy 32

NA when local weather not available.

## PASCO, WA

TRI-CITIES ..... ILS or LOC Rwy 21R<sup>12</sup>

RNAV (GPS) Rwy 3L

RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 21R

RNAV (GPS) Rwy 30

VOR Rwy 21R<sup>3</sup>

VOR/DME Rwy 30

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.

<sup>3</sup>Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

## PENDLETON, OR

EASTERN OREGON RGNL AT

PENDLETON ..... ILS or LOC/DME Rwy 25<sup>1</sup>

RNAV (GPS) Rwy 7

RNAV (GPS) Rwy 11

RNAV (GPS) Rwy 25

RNAV (GPS) Rwy 29

VOR Rwy 7

NA when local weather not available.

<sup>1</sup>ILS, NA when control tower closed.

## PINEDALE, WY

PINEDALE/RALPH WENZ

FIELD ..... NDB-A<sup>1</sup>

RNAV (GPS) Rwy 11<sup>2</sup>

RNAV (GPS) Rwy 29<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Category C, 800-2¼; Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

## POCATELLO, ID

POCATELLO RGNL ..... ILS or LOC Rwy 21<sup>1</sup>

RNAV (GPS) Rwy 3<sup>2</sup>

RNAV (GPS) Rwy 21<sup>2</sup>
<sup>1</sup>NA when control zone not in effect.

<sup>2</sup>NA when local weather not available.

## PORT ANGELES, WA

WILLIAM R

FAIRCHILD INTL ..... ILS or LOC Rwy 8

RNAV (GPS) Rwy 8<sup>1</sup>

RNAV (GPS) Rwy 26

NA when local weather not available.

<sup>1</sup>Categories A, B, 1000-2; Categories C, D, 1000-3.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010



# ALTERNATE MINS

E7



NAME ALTERNATE MINIMUMS

## PORTLAND, OR

PORTLAND INTL ..... ILS or LOC Rwy 10L<sup>1</sup>  
 ILS or LOC Rwy 10R<sup>2</sup>  
 ILS or LOC Rwy 28L<sup>3</sup>  
 ILS or LOC Rwy 28R<sup>4</sup>  
 LOC/DME Rwy 21<sup>5</sup>  
 RNAV (GPS) Rwy 10L<sup>5</sup>  
 RNAV (GPS) Rwy 10R<sup>6</sup>  
 RNAV (GPS) Rwy 12<sup>7</sup>  
 RNAV (GPS) Rwy 28L<sup>8</sup>  
 RNAV (GPS) Rwy 28R<sup>8</sup>  
 VOR/DME Rwy 21<sup>5</sup>  
 VOR-A<sup>9</sup>  
 VOR Rwy 28R<sup>5</sup>

<sup>1</sup>ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.

<sup>2</sup>Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1100-3.

<sup>3</sup>ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3; Category E, 1100-3. LOC, Category D, 1000-3; Category E, 1100-3.

<sup>4</sup>ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.

<sup>5</sup>Category D, 1000-3.

<sup>6</sup>Categories A,B,C 800-5; Category D, 1000-5.

<sup>7</sup>NA when local weather not available.

<sup>8</sup>Category D, 1000-3.

<sup>9</sup>Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. ILS or LOC Rwy 12<sup>1</sup>  
 RNAV (GPS) Rwy 12  
 RNAV (GPS) Rwy 30

NA when local weather not available.

<sup>1</sup>Categories A, B, 1500-2; Categories C, D, 1500-3.

PORTLAND-TROUTDALE ..... NDB or GPS-A  
 Categories A,B, 1100-2; Category C, 1100-3;  
 Category D, 1300-3.

## PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW  
 MUNI ..... RNAV (GPS) Rwy 5,800-2¼

## RAWLINS, WY

RAWLINS MUNI/  
 HARVEY FIELD ..... RNAV (GPS) Rwy 22<sup>1</sup>  
 VOR/DME Rwy 22<sup>2</sup>

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¼.

<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

## REDMOND, OR

ROBERTS FIELD ..... ILS or LOC Rwy 22<sup>1</sup>  
 VOR/DME Rwy 22<sup>2</sup>  
<sup>1</sup>ILS,LOC,Category D,800-2¼; Category E, 800-2½.  
<sup>2</sup>Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.

## RENTON, WA

RENTON MUNI ..... NDB Rwy 16<sup>1</sup>  
 RNAV (GPS) Y Rwy 16<sup>2</sup>  
 NA when local weather not available.  
<sup>1</sup>Categories A, B, 1000-2; Categories C, D, 1000-3.  
<sup>2</sup>Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

## REXBURG, ID

REXBURG-MADISON  
 COUNTY ..... RNAV (GPS) Rwy 35  
 NA when local weather not available.  
 Category D, 800-2½.

## RICHLAND, WA

RICHLAND ..... NDB Rwy 19<sup>1</sup>  
 RNAV (GPS) Rwy 19<sup>1</sup>  
 RNAV (GPS) Rwy 26<sup>1</sup>  
 VOR/DME-A<sup>2</sup>  
 VOR Rwy 26<sup>1</sup>

<sup>1</sup>Category D, 800-2½.

<sup>2</sup>Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

## RIVERTON, WY

RIVERTON RGNL ..... ILS or LOC Rwy 28  
 RNAV (GPS) Rwy 10  
 RNAV (GPS) Rwy 28  
 VOR Rwy 10  
 VOR Rwy 28  
 NA when local weather not available.

## ROSEBURG, OR

ROSEBURG RGNL ..... RNAV (GPS)-B  
 NA when local weather not available.  
 Categories A, B, 1200-2; Category C, 1200-3;  
 Category D, 1400-3.

## SALEM, OR

MCNARY FIELD ..... ILS or LOC Rwy 31<sup>12</sup>  
 LOC/DME Rwy 31<sup>3</sup>  
 RNAV (GPS) Rwy 31<sup>13</sup>  
<sup>1</sup>NA when local weather not available.  
<sup>2</sup>ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.  
<sup>3</sup>Category D, 800-2½.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

## SALMON, ID

LEMHI COUNTY ..... RNAV (GPS)-D

NA when local weather not available.

Categories A, B, 3000-2; Category C, 3000-3.

## SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL

AIRPARK ..... VOR/DME or GPS-A

Category B, 900-2; Category C, 1000-2½;

Category D 1300-3.

## SEATTLE, WA

BOEING FIELD-KING COUNTY

INTL ..... ILS or LOC Rwy 31L<sup>1</sup>

LOC/DME Rwy 13R<sup>2</sup>

RNAV (GPS) Y Rwy 13R<sup>3</sup>

RNAV (RNP) Z Rwy 13R<sup>4</sup>

<sup>1</sup>Category A, 800-2; Category B, 900-2;

Category C, 900-2½; Category D, 1000-3.

<sup>2</sup>Category B, 900-2; Category C, 900-2½;

Category D, 1000-3.

<sup>3</sup>Category B, 900-2; Category C, 900-2½;

Category D, 1000-3.

<sup>4</sup>Categories A, B, C, D, 800-2½.

## SHERIDAN, WY

SHERIDAN

COUNTY ..... ILS or LOC/DME Rwy 32

RNAV (GPS) Rwy 14

RNAV (GPS) Rwy 32

VOR Rwy 14

NA when local weather not received.

Category D, 800-2½.

## SIDNEY, MT

SIDNEY-RICHLAND MUNI ..... NDB Rwy 1<sup>1</sup>

NDB Rwy 19<sup>2</sup>

RNAV (GPS) Rwy 1<sup>3</sup>

RNAV (GPS) Rwy 19<sup>3</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-2½.

<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-

2½; Category D, 1000-3.

<sup>3</sup>Category D, 800-2½.

NAME ALTERNATE MINIMUMS

## SPOKANE, WA

FELTS FIELD ..... ILS/DME Rwy 21R<sup>1</sup>

RNAV (GPS)-A<sup>2</sup>

RNAV (GPS) Rwy 3L<sup>2</sup>

VOR Rwy 3L<sup>3,4</sup>

<sup>1</sup>Categories A,B, 1000-2;Category C, 1000-2½.

<sup>2</sup>Categories A,B, 1000-2; Category C, 1000-2½;

Category D, 1000-3.

<sup>3</sup>Categories A, B, 1000-2; Categories C, D,

1000-3.

<sup>4</sup>NA when local weather not available.

SPOKANE INTL ..... ILS or LOC Rwy 3<sup>1</sup>

ILS or LOC/DME Rwy 21<sup>1</sup>

RNAV (GPS) Rwy 3<sup>2</sup>

VOR Rwy 3<sup>3</sup>

<sup>1</sup>ILS, Category D, 700-2.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>Category E, 800-2½.

## TACOMA, WA

TACOMA NARROWS ..... ILS Rwy 17<sup>1</sup>

NDB Rwy 35<sup>1</sup>

RNAV (GPS) Rwy 17<sup>1,2</sup>

RNAV (GPS) Rwy 35<sup>2,3</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>NA when local weather not available.

## THE DALLES, OR

COLUMBIA GEORGE RGNL/

THE DALLES MUNI ..... RNAV (GPS)-A

Categories A,B, 1100-2; Category C, 1100-3;

Category D, 1200-3.

## TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY

RGNL ..... ILS or LOC Rwy 25<sup>1</sup>

NDB Rwy 25

RNAV (GPS) Rwy 7

RNAV (GPS) Rwy 25

VOR Rwy 7<sup>2</sup>

NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-2; Category E, 900-3.

LOC, Category E, 900-3.

<sup>2</sup>Category C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

## WALLA WALLA, WA

WALLA WALLA RGNL ..... ILS or LOC Rwy 20<sup>1</sup>  
 ILS or LOC Y Rwy 20<sup>13</sup>  
 ILS or LOC/DME Z Rwy 20<sup>23</sup>  
 NDB Rwy 20, 1000-3  
 RNAV (GPS) Rwy 2<sup>34</sup>  
 RNAV (GPS) Rwy 16<sup>4</sup>  
 RNAV (GPS) Rwy 20<sup>4</sup>  
 VOR/DME Rwy 2<sup>4</sup>

<sup>1</sup>ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3.

<sup>2</sup>ILS, Categories A, B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category D, 800-2½.

## WENATCHEE, WA

PANGBORN

MEMORIAL ..... ILS Y Rwy 12, 1300-4  
 RNAV (RNP) Rwy 12, 1200-4  
 VOR/DME-C<sup>12</sup>  
 VOR/DME-A<sup>3</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Categories A, B, 1500-2; Categories C, D, 1500-3.

<sup>3</sup>Categories A, B, 2000-2; Categories C, D, 2000-3.

## WOLF POINT, MT

L.M. CLAYTON ..... RNAV (GPS) Rwy 11  
 RNAV (GPS) Rwy 29

NA when local weather not available.

## WORLAND, WY

WORLAND MUNI ..... VOR or GPS Rwy 16  
 Categories C,D, 800-2½.

## YAKIMA, WA

YAKIMA AIR TERMINAL/

MCALLISTER FIELD .... ILS Y Rwy 27, 600-2½<sup>1</sup>  
 LOC/DME BC-B<sup>12</sup>  
 RNAV (GPS) Y Rwy 27<sup>3</sup>  
 VOR/DME or TACAN Rwy 27<sup>4</sup>  
 VOR-A<sup>5</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>Category C, 800-2½; Category D, 800-2½.

<sup>4</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.

<sup>5</sup>Category C, 800-2½; Category D, 800-2½.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

**AFTON, WY**

AFTON MUNI

DEPARTURE PROCEDURE: **Rwy 16**, Use LUNDI  
DEPARTURE: **Rwy 34**, use AFTON DEPARTURE.

**ALBANY, OR**

ALBANY MUNI

DEPARTURE PROCEDURE: **Rwy 16**, turn right.  
**Rwy 34**, turn left. **All aircraft** climb direct CVO VOR/  
DME and continue climb in CVO VOR/DME holding  
pattern, (E, right turns, 261° inbound) to cross CVO  
VOR/DME at or above 3000.

**ANACONDA, MT**

BOWMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, std. w/ min. climb of 417'  
per NM to 9000, or 2800-3 for climb in visual conditions.  
**Rwy 17**, std. w/ min. climb of 321' per NM to 10200, or  
2800-3 for climb in visual conditions. **Rwy 22**, NA-  
obstacles. **Rwy 35**, std. w/ min. climb of 369' per NM to  
9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 35**, climbing right  
turn to 10200 via heading 130° and CPN VOR/DME R-  
340 to CPN VOR/DME, continue climb-in-hold to 10200  
(north, left turn, 166° inbound), or for climb in visual  
conditions, cross Bowman Field Airport at or above 7700  
then proceed via CPN R-309 to CPN VOR/DME,  
continue climb-in-hold to 10200 (north, left turn, 166°  
inbound).

NAME TAKE-OFF MINIMUMS

**BOWMAN FIELD(CONT)**

**Rwy 17**, climbing left turn to 10200 via heading 100° and  
CPN VOR/DME R-335 to CPN VOR/DME, continue  
climb-in-hold to 10200 (north, left turn, 166° inbound), or  
for climb in visual conditions, cross Bowman Field  
Airport at or above 7700 then proceed via CPN R-309 to  
CPN VOR/DME, continue climb-in-hold to 10200 (north,  
left turn, 166° inbound).

NOTE: **Rwy 17**, multiple trees beginning 865' from  
departure end of runway, 243' left of centerline, up to 70'  
AGL/5097' MSL. Rod on hangar 570' from departure  
end of runway, 278' left of centerline, 54' AGL/5054'  
MSL. Multiple trees beginning 787' from departure end  
of runway, 165' right of centerline, up to 70' AGL/5098'  
MSL. Multiple transmission lines beginning 4602' from  
departure end of runway, 1664' right of centerline, 80'  
AGL/5159' MSL. **Rwy 35**, multiple transmission lines  
beginning 2242' from departure end of runway, 964' left  
of centerline, up to 80' AGL/5159' MSL.

**ARCO, ID**

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, NA - Obstacles.  
DEPARTURE PROCEDURE: Use JATTS  
DEPARTURE.



## ARLINGTON, WA

### ARLINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 11**, 600-2 or std. with a min. climb of 350' per NM to 700. **Rwy 34**, 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 11**, turn right.

**Rwy 16**, climb direct to WATON LOM. **Rwys 29, 34**, turn left. All aircraft climb direct to WATON LOM. Aircraft departing WATON LOM on bearings 150° CW 200° and bearings 260° CW 340° from WATON LOM continue climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 1500 then continue climb on course.

## ASTORIA, OR

### ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 8, 31**, turn left.

**Rwy 13**, climb runway heading to 800 then climbing right turn. **Rwy 26**, turn right. Aircraft departing northwestbound climb via AST R-290 on course. All other aircraft climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

## AUBURN, WA

### AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

## AURORA, OR

### AURORA STATE

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence...

...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: **Rwy 17**, multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL. **Rwy 35**, multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

## BAKER, MT

### BAKER MUNI

NOTE: **Rwy 13**, 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. **Rwy 31**, 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

## BAKER CITY, OR

### BAKER CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 200K, 1313' per min. at 250K).

**Rwy 13**, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). **Rwy 17**, NA. **Rwy 31**, 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K). **Rwy 35**, CAT C, D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K).

DEPARTURE PROCEDURE: **Rwys 8, 13**, turn left.

**Rwys 26, 31, 35**, turn right. All aircraft climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

## BELLINGHAM, WA

### BELLINGHAM INTL

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. **Rwy 34**, climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: **Rwy 16**, lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. **Rwy 34**, lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. Multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

## BEND, OR

### BEND MUNI (BDN)

### AMDT 4 09183 (FAA)

DEPARTURE PROCEDURE: Use BEND DEPARTURE.

## BIG PINEY, WY

### MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, climb to 8400 via BPI R-124. **Rwy 31**, climb to 10800 via BPI R-320 thence all aircraft climb on course.





## BILLINGS, MT

BILLINGS LOGAN INTL (BIL)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10R**, NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 10L**, Climb heading 098° to 4600 before turning right.

NOTE: **Rwy 10L**, fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. **Rwy 25**, airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

## BLACKFOOT, ID

MCCARLEY FIELD

DEPARTURE PROCEDURE: **Rwy 1**, climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19**, climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

## BOISE, ID

BOISE AIR TERMINAL / GOWEN FIELD (BOI)

AMDT 6 10042 (FAA)

DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

## BONNERSFERRY, ID

BOUNDARY COUNTY (65S)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, NA-Terrain.

DEPARTURE PROCEDURE: **Rwy 20**, use KARPS (RNAV) DEPARTURE.

## BOZEMAN, MT

GALLATIN FIELD (BZN)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-ATC.

DEPARTURE PROCEDURE: **Rwys 12, 30**, use BOZEMAN DEPARTURE.

## BREMERTON, WA

BREMERTON NATIONAL (PWT)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. w/ min.

climb of 410' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, Climbing right turn to 6000 direct CAN NDB, thence... **Rwy 19**, Climb to 6000 direct CAN NDB, thence...

...Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.

NOTES: **Rwy 1**, Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. **Rwy 19**, Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

## BUFFALO, WY

JOHNSON COUNTY

TAKE-OFF MINIMUMS: Northbound aircraft:

**Rwys 13, 31**, 2400-2 or std. w/ min. climb of 300' per NM to 7500. Southbound aircraft: **Rwy 31**, 400-2 or std. w/ min. climb of 300' per NM to 6000.

DEPARTURE PROCEDURE: Northbound aircraft:

**Rwy 13**, turn left. **Rwy 31**, climb straight ahead.

All aircraft proceed via SHR R-139 to SHR VORTAC.

Southbound aircraft: **Rwy 13**, climb straight ahead.

**Rwy 31**, turn right. All aircraft proceed via CZI R-319 to CZI VOR/DME.

## BURLEY, ID

BURLEY MUNI (BYI)

AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1½ or std. w/ min. climb of 428' per NM to 4500.

DEPARTURE PROCEDURE: **Rwy 2**, climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 6**, climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 20**, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 24**, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 2**, obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL. Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/4161' MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/4283' MSL. **Rwy 6**, trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.





## BURLINGTON MOUNT VERNON, WA

**Rwy 20**, obstruction light pole 42' from DER, 124' left of centerline, 16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17' AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL. Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

**Rwy 24**, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL. Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL. Antenna 1630' from DER, 112' left of centerline, 58' AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline, 123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

## BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL (BVS)  
ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 3000-2 or std. with a min. climb of 340' per NM to 3600. **Rwy 10**, 1700-2 or std. with a min. climb of 245' per NM to 2300. **Rwy 22**, 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 4, 10, 22**, turn right heading 280°. **Rwy 28**, climb runway heading.

**All aircraft** climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

**NOTE: Rwy 4**, tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.

## BURNS, OR

## BURNS MUNI

DEPARTURE PROCEDURE: **Rwy 3**, climbing right turn, thence... **Rwy 12**, climb to 4600 via heading 117°, thence... **Rwys 21, 30**, climbing left turn, thence...  
...All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000.

**NOTE: Rwy 21**, pole 820' from departure end of runway, 357' left of centerline, 20' AGL/4169' MSL.

## BUTTE, MT

## BERT MOONEY

TAKE-OFF MINIMUMS: **Rwy 11**, NA-obstacles. **Rwy 15**, std. w/ min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. **Rwy 29**, std. w/ min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. **Rwy 33**, std. w/ min. climb of 355' per NM to 6800, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence... **Rwy 29**, climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence... **Rwy 33**, climb direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence...

...climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

**NOTE: Rwy 15**, multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL.

**Rwy 29**, multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6379' MSL. **Rwy 33**, flagpole 1095' from departure end of runway, 730' left of centerline, 64' AGL/5583' MSL.

## CALDWELL, ID

## CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. **Rwy 30**, climb via heading 299° to 4400 before proceeding on course.

**NOTE: Rwy 12**, levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. **Rwy 30**, multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

## CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR)  
AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 8, 12**, turn left.

**All other runways**, turn right. **All aircraft** climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.





**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

10238

**CHEHALIS, WA****CHEHALIS-CENTRALIA**

DEPARTURE PROCEDURE: **Rwy 16**, climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34**, climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

**CHEYENNE, WY****CHEYENNE RGNL/JERRY OLSON FIELD**

NOTE: **Rwy 13**, multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. **Rwy 27**, multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6211' MSL. **Rwy 31**, multiple trees, road, fence and sign beginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

**CODY, WY****YELLOWSTONE RGNL (COD)****AMDT 4 10042 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 4**, std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. **Rwy 22**, std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. **Rwy 22**, climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 4**, trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. **Rwy 22**, poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

**COEUR D'ALENE, ID****COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)****AMDT 9 10042 (FAA)**

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

**COLSTRIP, MT****COLSTRIP (M46)****AMDT 2 08157 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 6** use CISPU (RNAV)

DEPARTURE: **Rwy 24**, use CONUK (RNAV) DEPARTURE.

**CONRAD, MT****CONRAD**

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 4300, then continue climb on course.

**CORVALLIS, OR****CORVALLIS MUNI**

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35**, std. with a min. climb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. **Rwy 27**, std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17**, climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

**Rwys 27, 35**, climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: **Rwy 9**, multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. **Rwy 27**, obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL.

**Rwy 35**, multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

**COWLEY/LOVELL/BYRON, WY****NORTH BIG HORN COUNTY**

DEPARTURE PROCEDURE: **Rwys 9, 27**, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above 9000.

10238

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**



**DEER PARK, WA**

DEER PARK (DEW)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1½ or std. with a min. climb of 455' per NM to 2500.DEPARTURE PROCEDURE: **Rwy 4**, climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 16**, climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 22**, climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 34**, climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.NOTE: **Rwy 4**, aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/2319' MSL. **Rwy 16**, trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. **Rwy 22**, trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. **Rwy 34**, aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.**DILLON, MT**

DILLON

TAKE-OFF MINIMUMS: **Rwys 3,21**, NA.DEPARTURE PROCEDURE: **Rwys 16,34**, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.**DOUGLAS, WY**

CONVERSE COUNTY

TAKE-OFF MINIMUMS: **Rwy 5**, 300-2 or std. with a min. climb of 250' per NM to 5200. **Rwy 23**, 1700-3 or std. with a min. climb of 260' per NM to 7200.DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. **Rwy 11**, climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. **Rwy 23**, climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. **Rwy 29**, climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. **All aircraft** departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000.NOTE: **Rwy 5**, trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132' MSL. **Rwy 23**, trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.**DRIGGS, ID**

DRIGGS-REED MEMORIAL (DIJ)

AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

**EASTSOUND, WA**

ORCAS ISLAND (ORS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, NA-Terrain. **Rwy 34**, 500-3 or std. w/min. climb of 224' per NM to 600.DEPARTURE PROCEDURE: **Rwy 34**, climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.NOTE: **Rwy 34**, trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.**ELLENSBURG, WA**

BOWERS FIELD

TAKE-OFF MINIMUMS: **Rwys 7,11**, 4600-3 or std. with a min. climb of 290' per NM to 7800. **Rwy 25**, 4700-3 or std. with a min. climb of 340' per NM to 7800. **Rwy 29**, 4600-3 or std. with a min. climb of 320' per NM to 7800.DEPARTURE PROCEDURE: **Rwys 7,29**, climbing right turn direct ELN VORTAC. **Rwys 11,25**, climbing left turn direct ELN VORTAC. **All aircraft**, continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.**EPHRATA, WA**

EPHRATA MUNI (EPH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, NA-Obstacles.DEPARTURE PROCEDURE: **Rwy 3**, climb heading 027° to 2300 before proceeding on course. **Rwy 11**, climb heading 112° to 2200 before proceeding on course. **Rwy 21**, climb heading 207° to 2800 before proceeding on course.**EUGENE, OR**

MAHLON SWEET FIELD

DEPARTURE PROCEDURE: **Rwys 16L, 16R**, climb to 1000 then climbing right turn...**Rwys 34L, 34R**, climb to 1000 then climbing left turn...

...all aircraft climb direct EUG VORTAC, then climb in EUG VORTAC holding pattern (hold north, right turn, 175° inbound) to cross EUG VORTAC at or above MEA altitude before proceeding enroute.

NOTE: **Rwy 16R**, tree 1992' from departure end of runway, 832' left of centerline, 50' AGL/419' MSL. **Rwy 16L**, multiple trees and power poles beginning 872' from departure end of runway, 35' right of centerline, up to 50' AGL/437' MSL, multiple trees and power poles beginning 890' from departure end of runway, 77' left of centerline, up to 50' AGL/433' MSL. **Rwy 34R**, multiple trees beginning 2869' from departure end of runway, 186' right of centerline, up to 50' AGL/447' MSL. Tree 2535' from departure end of runway, 652' left of centerline, 50' AGL/428' MSL.

## EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD  
DEPARTURE PROCEDURE: **Rwy 5**, climb via heading  
050° and FBR VOR/DME R-243 to FBR VOR/DME.

**Rwy 23**, climbing left turn via heading 030° and FBR  
VOR/DME R-243 to FBR VOR/DME.

**All aircraft:** cross FBR VOR/DME at or above MEA for  
direction of flight.

## EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: **Rwy 29**, std. with a min. climb of  
353' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 11, 16L/R**, climbing  
right turn, thence... **Rwys 29, 34L/R**, climbing left turn,  
thence...

...for aircraft departing via V287 west bound, climb via  
PAE VOR/DME R-236 to 3000. All others, climb direct  
PAE VOR/DME, climb in PAE VOR/DME holding  
pattern (NW, RT, 149° inbound) to MEA for route of  
flight before proceeding on course.

**NOTE:** **Rwy 11**, multiple antennas on building, rod on  
obstruction light, and trees beginning 326' from  
departure end of runway, 387' right of centerline, up to  
85' AGL/664' MSL. Tree 1156' from departure end of  
runway, 600' left of centerline, 93' AGL/672' MSL. **Rwy**  
**16L**, multiple trees and pole beginning 588' from  
departure end of runway, 220' left of centerline, up to 118'  
AGL/697' MSL. Multiple trees, pole, and building  
beginning 449' from departure end of runway, 162' right  
of centerline, up to 78' AGL/657' MSL. **Rwy 16R**,  
multiple trees beginning 1228' from departure end of  
runway, 168' left of centerline, up to 140' AGL/699' MSL.  
Multiple trees beginning 707' from departure end of  
runway, 158' right of centerline, up to 118' AGL/687'  
MSL. **Rwy 29**, multiple trees beginning 45' from  
departure end of runway, 66' left of centerline, up to 111'  
AGL/630' MSL. Multiple trees beginning 343' from  
departure end of runway, 44' right of centerline, up to  
110' AGL/689' MSL. **Rwy 34R**, multiple trees and pole  
beginning 3340' from departure end of runway, 180' right  
of centerline, up to 95' AGL/674' MSL. Tree 5762' from  
departure end of runway, 221' left of centerline, 103'  
AGL/682' MSL.

## FAIRCHILD AFB (KSKA)

SPOKANE, WA . . . . . ORIG, 08017

DEPARTURE PROCEDURES: **Rwy 5**, climb on track  
048° to intercept SKA R-045 to 5300, then on  
course. **Rwy 23**, climb on track 241° to 3400, then  
on course.

TAKE-OFF OBSTACLES: **Rwy 23**, Terrain 2468'  
MSL, 194' from DER, 405' right of centerline. Terrain  
2477' MSL, 461' from DER, 751' right of centerline.  
Terrain 2477' MSL, 509' from DER, 750' right of  
centerline.

## FORT BENTON, MT

FORT BENTON

TAKE-OFF MINIMUMS: **Rwys 5, 23**, std. w/ min. climb  
of 274' per NM to 8900 or 5100-3 for climb in visual  
conditions.

DEPARTURE PROCEDURE: **Rwys 5, 23**, for climb in  
visual conditions: Cross Fort Benton Airport at or above  
8900 MSL before proceeding on course.

## FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: **All aircraft** climb direct  
FBR VOR/DME. Aircraft departing: FBR R-210 CW  
R-135 climb on course; FBR R-136 CW R-209 cross  
FBR VOR/DME at or above 9000. (Hold NE, right  
turns, 215° inbound).

## FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: **Rwy 34**, 500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR  
NDB **Rwy 34**, climbing right turn direct FHR NDB, then  
climb on course. All other aircraft climb on course.

## GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ min. climb of  
275' per NM to 5600, or 1200-3 for climb in visual  
conditions. **Rwy 21**, 600-3 or std. w/ min. climb of 425'  
per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 16**, climb via  
heading 158° to 5100, before proceeding on course or,  
for climb in visual conditions cross Gillette-Campbell  
County airport at or above 5400 before proceeding on  
course. **Rwy 21**, climb via heading 206° to 5200, before  
proceeding on course.

**NOTE:** **Rwy 3**, windsock 1415' from DER, 100' left of  
centerline, 24' AGL/4366' MSL. Trees beginning 1976'  
from DER, 267' right of centerline, up to 30' AGL/4409'  
MSL. **Rwy 16**, tower and poles beginning 1.61 NM from  
DER, 1264' left of centerline, up to 57' AGL/4696' MSL.  
Post and trees beginning 1.77 NM from DER, 300' right  
of centerline, up to 51' AGL/4789' MSL. **Rwy 21**, fence  
328' from DER, 267' left of centerline, 7' AGL/4352'  
MSL, trees 2077' from DER, 1011' right of centerline,  
30' AGL/4449' MSL, tree 7029' from DER, 2378' right of  
centerline, 30' AGL/4729' MSL. **Rwy 34**, fence 1236'  
from DER, 723' left of centerline, 16' AGL/4380' MSL.  
Vehicle on road 1609' from DER, 419' left of centerline,  
15' AGL/4394' MSL. Trees 3093' from DER, 936' right  
of centerline, 30' AGL/4449' MSL. Vehicle on road  
1610' from DER, 419' left of centerline, 15' AGL/4380'  
MSL.

## GOODING, ID

GOODING MUNI (GNG)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb heading  
068° to 5000 before turning left. **Rwy 25**, climb heading  
233° to 5600 before turning right.

**NOTE:** **Rwy 7**, rising terrain 59' from departure end of  
runway, 479' right of centerline, up to 3754' MSL. Fence  
line 653' from departure end of runway, 332' right of  
centerline, 12' AGL up to 3751' MSL. Bushes starting  
877' from departure end of runway, 420' right of  
centerline, 20' AGL up to 3795' MSL. **Rwy 25**, vehicle on  
road, 91' from departure end of runway, 257' left of  
centerline, up to 10' AGL/3678' MSL.

## GRANGEVILLE, ID

IDAHO COUNTY (S80)  
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA - Obstacles.  
DEPARTURE PROCEDURE: **Rwy 25**, Use MELLR  
DEPARTURE.

## GRANTS PASS, OR

GRANTS PASS

TAKE-OFF MINIMUMS: **Rwy 12**, NA. **Rwy 30**, 4000-3 or  
std. with a min. climb of 360' per NM to 5000.  
DEPARTURE PROCEDURE: **Rwy 30**, climb via heading  
320 until passing 5000, then climbing right turn direct  
RBG VOR/DME. Cross RBG VOR/DME at or above  
MEA for route of flight.

## GRAY AAF (KGRF)

FORT LEWIS, WA . . . . . AMDT 2, 10098

**Rwy 15**, Standard

**Rwy 33**, 300-1\*

\* Or standard with minimum climb of 430'/NM to 600.

DEPARTURE PROCEDURE: **Rwy 15**, Climb heading  
147° to 700 then climbing left turn direct GRF NDB.  
**Rwy 33**, Climb direct GRF NDB. Aircraft departing  
330° CW 070° and 135° CW 260° bearing from GRF  
NDB climb on course. All others continue climb in GRF  
NDB holding pattern (hold NW, RT, 147° inbound) to  
cross GRF NDB at or above: 071° CW 134° bearing  
from GRF NDB, 8500'; 261° CW 329° bearing from GRF  
NDB, 1500.

TAKE-OFF OBSTACLES: **Rwy 15**, Tree 100' AGL/ 439'  
MSL, 1848' from DER, 430' right of centerline. **Rwy 33**,  
Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of  
centerline.

## GREAT FALLS, MT

GREAT FALLS INTL

NOTE: **Rwy 7**, obstruction light on lighted wind sock 237'  
from departure end of runway, 519' left of centerline, 34'  
AGL/3694' MSL. Obstruction light on building 2226'  
from departure end of runway, 614' left of centerline, 78'  
AGL/3738' MSL. Building on 681' from departure end of  
runway, 583' right of centerline, 48' AGL/3688' MSL.  
Multiple light poles beginning 1359' from departure end  
of runway, 440' right of centerline, up to 90' AGL/3746'  
MSL. **Rwy 21**, pole 1544' from departure end of runway,  
791' left of centerline, 45' AGL/3725' MSL. **Rwy 25**,  
windmill 2.3 NM from departure end of runway, 4197'  
right of centerline, 338' AGL/4003' MSL.

## GREYBULL, WY

SOUTH BIG HORN COUNTY (GEY)

ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1 or std. w/ min.  
climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: **All runways**, for  
departures on Gey bearings 320° CW 150°, climb in  
GEY NDB holding pattern to 9000 before departing on  
course, then continue climb to MEA or assigned altitude.  
Departures Gey bearings 150° CW 320° climb on  
course.

NOTE: **Rwy 25**, bush 4955' from DER, 1268' right of  
centerline, 2' AGL/4101' MSL.

## GUERNSEY, WY

CAMP GUERNSEY

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1 or std. with a  
min. climb of 320' per NM to 4700. **Rwy 32**, 1400-2 or  
std. with a min. climb of 320' per NM to 5800.

DEPARTURE PROCEDURE: **Rwy 14**, climb to 5600  
via heading 150°. **Rwy 32**, climb to 5800 via heading  
070°. **All aircraft** continue on course.

## HAILEY, ID

FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 13**, 2700-3 w/ min. climb  
of 307' per NM to 6400, or 3600-3 for climb in visual  
conditions. **Rwy 31**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 13**, Climbing right  
turn heading 149°, then on 160° course to HLE NDB,  
or for climb in visual conditions: cross Friedman  
Memorial Airport at or above 8800 heading 151°, then  
on 151° course to HLE NDB.

NOTE: **Rwy 13**, multiple trees beginning 763' from  
departure end of runway, 3' right of centerline, up to  
100' AGL/5345' MSL. Multiple trees beginning 1.3  
NM from departure end of runway, 2587' right of  
centerline, up to 100' AGL/6099' MSL.

## HAMILTON, MT

RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV  
DEPARTURE.

## HAVRE, MT

HAVRE CITY-COUNTY (HVR)

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1½ or std. w/  
min. climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading  
032° to 3300 then climbing left turn to 8000 direct HVR  
VOR/DME thence... **Rwy 8**, climb heading 077° to 3300  
then climbing left turn to 8000 via HVR R-025 to HVR  
VOR/DME thence... **Rwy 21**, climb heading 212° to  
3300 then climbing right turn to 8000 direct HVR VOR/  
DME thence... **Rwy 26**, climb heading 257° to 3300 then  
climbing right turn to 8000 direct HVR VOR/DME  
thence...

...continue climb in hold in HVR VOR/DME holding  
pattern (hold west, right turns, 094° inbound) to cross  
HVR VOR/DME at or above 8000 before proceeding  
on course.

NOTE: **Rwy 3**, pole 2682' from DER, 1044' left of  
centerline, 21' AGL/2680' MSL. **Rwy 8**, obstruction  
light on windsock 59' from DER, 224' left of centerline,  
9' AGL/2588' MSL. Tree 1192' from DER, 752' left of  
centerline, 25' AGL/2610' MSL. Tank 1.3 NM from  
DER, 2287' left of centerline, 57' AGL/2797' MSL. **Rwy 26**,  
light on windsock, 50' from DER, 225' right of  
centerline, 9' AGL/2589' MSL. Trees beginning 1617'  
from DER, 650' right of centerline, 25' AGL/2659'  
MSL.

## HELENA, MT

HELENA RGNL (HLN)  
ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 2500-3 or std. w/ min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 9**, std. w/ min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 23**, 1600-3 or std. w/ min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 27**, 1600-3 or std. w/ min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwys 16, 34, NA**.

DEPARTURE PROCEDURE: **Rwys 5, 9**, climbing left turn heading 270°. **Rwys 23, 27**, climbing right turn heading 020°. **All Aircraft**: continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on course.

NOTE: **Rwy 5**, ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL. **Rwy 23**, pole 2198' from departure end of runway, 462' left of centerline, 76' AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44' AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. **Rwy 27**, building 1593' from departure end of runway, 731' left of centerline, 58' AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/3906' MSL.

## HERMISTON, OR

HERMISTON MUNI

NOTE: **Rwy 4**, tower 379' left of departure end of runway, 50' AGL/698' MSL. **Rwy 22**, light pole 456' left of departure end of runway, 44' AGL/684' MSL.

## HOQUIAM, WA

BOWERMAN

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 260' per NM to 600.  
DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 110°. **Rwy 24**, climb runway heading.  
**All Aircraft** climb to 600 continue climb on course.

## HULETT, WY

HULETT MUNI (W43)  
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, std. w/ min. climb of 450' per NM to 6300, or 500-2½ w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions.  
DEPARTURE PROCEDURE: **Rwy 13**, climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. **Rwy 31**, climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

NOTE: **Rwy 13**, road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. **Rwy 31**, terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207' MSL.

## IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)  
AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: **All aircraft** departing IDA R-160 CW R-040 climb on course. **All others** climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.  
NOTE: **Rwy 2**, pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. **Rwy 17**, trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. **Rwy 35**, trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

## JACKSON, WY

JACKSON HOLE

DEPARTURE PROCEDURE: **Rwy 1**, use GEYSER DEPARTURE. **Rwy 19**, use TETON DEPARTURE.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010



**JEROME, ID**

JEROME COUNTY (JER)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 500-1¼ or std. w/ min. climb of 435' per NM to 4700.DEPARTURE PROCEDURE: **Rwy 9**, climb heading 086° to 5300 before proceeding on course. **Rwy 27**, climb heading 266° to 4800 before proceeding on course.

NOTE: **Rwy 9**, bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. **Rwy 27**, fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

**JOHN DAY, OR**

GRANT COUNTY RGNL/OGILVIE FIELD (GCD)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35**, NA, Terrain. DEPARTURE PROCEDURE: **Rwy 27**, climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.NOTE: **Rwy 27**, fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.**KALISPELL, MT**

GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

**KELSO, WA**

SOUTHWEST WASHINGTON RGNL (KLS)

AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, NA, terrain. **Rwy 30**, std. with a min. climb of 370' per NM to 1900 or 1900-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 30**, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSONDB holding pattern (North, right turns, 175° inbound) to cross LSONDB at or above 3900, then via BTGR-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTGR-309 to BTG VORTAC.NOTE: **Rwy 30**, light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.**KEMMERER, WY**

KEMMERER MUNI (EMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28**, NA - Rwy surfaces.DEPARTURE PROCEDURE: **Rwy 16**, climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/DME before proceeding on course. **Rwy 34**, climb via heading 346° to 8200 then climbing right turn to 12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/DME before proceeding on course.**KLAMATH FALLS, OR**

KLAMATH FALLS (LMT)

AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA - Terrain. **Rwy 14**, std. w/ min. climb of 300' per NM to 7100, or 3100-3 for climb in visual conditions. **Rwy 25**, std. w/ min. climb of 400' per NM to 7100, or 3100-3 for climb in visual conditions. **Rwy 32**, std. w/ min. climb of 350' per NM to 7100, or 3100-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 14**, climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence... **Rwy 25**, climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence... **Rwy 32**, climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence...

...continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: **Rwy 14**, trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. **Rwy 25**, terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. **Rwy 32**, multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191' MSL.

## LA GRANDE, OR

## LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 12**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. **Rwy 30**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34**, 2900-3 or std. with a min. climb of 350' per NM to 6100. **Rwy 16**, 2000-3 or std. with a min. climb of 500' per NM to 5000. DEPARTURE PROCEDURE: **Rwy 12, 16**, climbing left turn direct LGD NDB, thence; **Rwys 30, 34**, climbing right turn heading 010°, thence; **all aircraft** climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

## LAKEVIEW, OR

## LAKE COUNTY

TAKE-OFF MINIMUMS: **Rwy 16**, 3700-5 or std. with a min. climb of 320' per NM to 8800. **Rwy 34**, 2500-5 or std. with a min. climb of 320' per NM to 8500. DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn via LKV R-163 to LKV VORTAC. **Rwy 34**, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. **All aircraft** continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

## LARAMIE, WY

## LARAMIE RGNL

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwys 12, 21**, turn right. **All aircraft** climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

## LAUREL, MT

## LAUREL MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 14, 27, 32**, NA. DEPARTURE PROCEDURE: **Rwy 22**, turn left. **All aircraft** climb direct BIL VORTAC.

## LEWISTON, ID

## LEWISTON-NEZ PERCE COUNTY (LWS)

## AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 12, 26, 30**, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

## LEWISTOWN, MT

## LEWISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 1800-2 or std. with a min. climb of 280' per NM to 6900. **Rwy 7, 12**, 900-2 or std. with a min. climb of 220' per NM to 6200. DEPARTURE PROCEDURE: **Rwys 2, 30** turn left. **Rwys 7, 12, 20**, turn right. **Rwy 25**, climb runway heading. **All aircraft** climb direct LWT VORTAC. Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

## LEXINGTON, OR

## LEXINGTON

TAKE-OFF MINIMUMS: **Rwy 26**, std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions. **Rwy 8**, std. with min. climb of 490' per NM to 4200, or 1600-2 ½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 8, 26**, for climb in visual conditions: cross Lexington Airport at or above 3600. NOTES: **Rwy 8**, trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

## LIBBY, MT

## LIBBY

TAKE-OFF MINIMUMS: **Rwy 33**, not authorized. **Rwy 15**, use EYEBE RNAV DEPARTURE.

## LIVINGSTON, MT

## MISSION FIELD (LVM)

## AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 13, 26, 31**, NA-Environmental. DEPARTURE PROCEDURE: **Rwys 4, 22**, use LIVINGSTON DEPARTURE.

## MADRAS, OR

## MADRAS MUNI (S33)

## AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 22**, std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 4, 34**, climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence... **Rwy 16**, climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence... , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence... **Rwy 22**, climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence... , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence... ...continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight. NOTE: **Rwy 4**, vehicle on road beginning 7' from DER, 268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40' AGL/2469' MSL. Bush 383' from DER, 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. **Rwy 16**, bushes beginning 196' from DER, 151' left of centerline, up to 14' AGL/2444' MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. **Rwy 34**, bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.





**MC CALL, ID**

MC CALL MUNI (MYL)

AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, NA-Obstacles.DEPARTURE PROCEDURE: **Rwy 16**, use MCCALL DEPARTURE.**MC CHORD FIELD (KTCM)**

TACOMA, WA . . . . . 10154

DEPARTURE PROCEDURE: **Rwy 16**, Track heading 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER). Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. **Rwy 34**, Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: **Rwy 16**, Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline. Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline. Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline. **Rwy 34**, Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline. Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

**MC MINNVILLE, OR**

MC MINNVILLE MUNI (MMV)

AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1¼ or std. w/min.

climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. **Rwy 17**, std. w/min. climb of 300' per NM to 1200 or 1800-2½ for climb in visual conditions. **Rwy 22**, std. w/min. climb of 303' per NM to 1400 or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence ...

**Rwy 17,22**, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. **Rwy 35**, climb heading 347° to intercept UBG R-221 to UBG VOR/DME, thence...

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of flight.

NOTE: **Rwy 4**, multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. **Rwy 17**, tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. **Rwy 22**, multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. **Rwy 35**, multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277' MSL.

**MEDFORD, OR**

ROGUE VALLEY INTL-MEDFORD (MFR)

AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28**, NA-Obstacles.

**Rwy 14**, std. w/min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. **Rwy 32**, std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

**Rwy 32**, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

**MISSOULA, MT**

MISSOULA INTL (MSO)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,25**, NA-Obstacles.

DEPARTURE PROCEDURE: **Rwys 11,29**, use GRZLY DEPARTURE.



## MOSES LAKE, WA

## GRANT COUNTY INTL

NOTE: **Rwy 14R**, antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL.

**Rwy 18**, pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195' MSL. **Rwy 32L**, pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

## MOUNTAIN HOME AFB (KMUO)

## MOUNTAIN HOME, ID . . . . . 07270

**Rwy 12, 30, 6700-3\***

\*Or standard with minimum climb of 270/NM to 9100.

TAKE-OFF OBSTACLES: **Rwy 12**, Terrain 0' AGL/3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline. Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline. Road/Vehicle 15' AGL/3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL, 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. **Rwy 30**, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline. Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

## MOUNTAIN HOME, ID

## MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: **Rwy 10**, 3500-2 or std. with a min. climb of 305' per NM to 7300. **Rwy 28**, 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: **Rwy 10**, climbing left turn direct STI NDB. **Rwy 28**, climbing right turn direct STI NDB. All aircraft departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

## NAMPA, ID

## NAMPA MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. **Rwy 29**, climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course.

NOTE: **Rwy 11**, 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

## NEWCASTLE, WY

## MONDELL FIELD (ECS)

## AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 17, 23, 35**, NA. **Rwy 13**, 200-1 or std. with a min. climb of 275' per NM to 4400.

**Rwy 31**, 300-1 or std. with a min. climb of 300' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 31**, climbing left turn. All aircraft climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: **Rwy 13**, fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL. Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. **Rwy 31**, multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787' from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30' AGL/4202' MSL. Road 207' from DER, 254' right of centerline, 15' AGL/4187' MSL.

## NEWPORT, OR

## NEWPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA. **Rwy 16**, 500-2 or std. with a min. climb of 310' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 2**, NA. **Rwy 16**, turn right. **Rwy 34**, turn left. Aircraft departing via ONP R-180 CW R-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.



## NORTH BEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, std. with a min. climb of 475' per NM to 1200 or 900-3 with a min. climb of 300' per NM to 900 or 1600-2½ for climb in visual conditions.

**Rwy 13**, 400-2½ with a min. climb of 250' per NM to 2500 or 1600-2½ for climb in visual conditions. **Rwy 31**, 300-1½ or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 043° to intercept OTH VORTAC R-337 northward bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 13**, climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 22**, climb heading 223° to 700 before proceeding on course. **Rwy 31**, climb heading 312° to 800 before proceeding on course.

NOTE: **Rwy 4**, Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL. Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. **Rwy 13**, bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL. Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86' AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL. Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL. **Rwy 22**, ship 4050' from DER, on centerline, up to 140' MSL. **Rwy 31**, ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108' AGL/188' MSL.

## OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 300-1 DEPARTURE PROCEDURE: **Rwy 7**, climb via heading 071° to 2000, then climbing right turn direct CVV

VOR/DME. Continue climb on course. **Rwy 25**, climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: **Rwy 7**, multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. **Rwy 25**, cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

## OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence... **Rwy 17**, climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence... or climb in visual conditions to cross OLM VORTAC at or above 2300, thence... **Rwy 26, 35**, climbing right turn direct OLM VORTAC, thence...

...continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8**, multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL. Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. **Rwy 17**, multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. **Rwy 26**, multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. **Rwy 35**, multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

## OMAK, WA

OMAK

TAKE-OFF MINIMUMS: **Rwy 17**, 2200-2 or std. with a min. climb of 300' per NM to 4200. **Rwy 35**, NA.

DEPARTURE PROCEDURE: **Rwy 17**, use GETNG RNAV DEPARTURE. **Rwy 35**, NA.

**ONTARIO, OR**

ONTARIO MUNI (ONO)

AMDT 3 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.

NOTE: **Rwy 14**, multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. **Rwy 32**, multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

**PASCO, WA**

TRI-CITIES

DEPARTURE PROCEDURE: **All runways**, climb runway heading to 1000, thence... **Rwy 12**, turn left. All others turn right. **All aircraft** climb direct PSC VOR/DME before proceeding on course.

**PENDLETON, OR**

EASTERN OREGON RGNI AT PENDLETON (PDT)

AMDT 3 09183 (FAA)

DEPARTURE PROCEDURE: **Rwys 7, 29, 34**, climbing left turn direct PDT VORTAC, thence...

**Rwys 11, 16**, climbing right turn direct PDT VORTAC, thence...

**Rwy 25**, climb direct PDT VORTAC, thence...  
...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.

NOTE: **Rwy 16**, multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL.

**Rwy 25**, multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. **Rwy 29**, terrain 189' from DER, 247' left of centerline, 1493' MSL.

**PINEDALE, WY**

PINEDALE/RALPH WENZ FIELD (PNA)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn to 10000 via heading 190° and BPI R-040 to BPI VOR/DME before proceeding on course. **Rwy 29**, climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

**PLENTYWOOD, MT**

SHER-WOOD

NOTE: **Rwy 12**, multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/2251' MSL. **Rwy 30**, multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

**POCATELLO, ID**

POCATELLO RGNI (PIH)

AMDT 7 09351 (FAA)

DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

**POLSON, MT**

POLSON

TAKE-OFF MINIMUMS: **Rwy 18**, N/A-extremely precipitous terrain. **Rwy 36**, standard with a min. climb of 270' per NM to 8400'.

DEPARTURE PROCEDURE: **Rwy 36**, Use ANGIL RNAV DEPARTURE.

NOTES: **Rwy 36**, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

**PORT ANGELES, WA**

PORT ANGELES CGAS

DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

WILLIAM R FAIRCHILD INTL

DEPARTURE PROCEDURE: **Rwys 8, 13, 26, 31**, use WATTFIVE DEPARTURE.



## PORTLAND, OR

PORTLAND INTL (PDX)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. w/ min. climb of 400' per NM to 600. **Rwy 10L/R**, std. w/ min. climb of 270' per NM to 2900. **Rwy 21**, std. w/ min. of 310' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... **Rwys 10L, 10R**, climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ... **Rwy 21**, climb heading 205.03 to 500, then climbing right turn direct BTG VORTAC, thence ...

**Rwys 28L, 28R**, climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence ...

... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course.

NOTE: **Rwy 3**, signs, tower, trees, and vehicle on road beginning 468' from departure end of runway, 28' left of centerline, up to 100' AGL/449' MSL. Poles, trees, and vehicle on road beginning 609' from departure end of runway, 7' left of centerline, up to 100' AGL/416' MSL. **Rwy 10L**, rising terrain and vehicle on road beginning 7' from departure end of runway, 376' left of centerline, up to 17' AGL/60' MSL. **Rwy 10R**, pole 1996' from departure end of runway, 758' right of centerline, 54' AGL/74' MSL. note: **Rwy 21**, trees beginning 1319' from departure end of runway, 155' right of centerline, up to 100' AGL/318' MSL. Poles and trees beginning 353' from departure end of runway, 36' left of centerline, up to 100' AGL/317' MSL. **Rwy 28L**, trees 1873' from departure end of runway, 836' left of centerline, 50' AGL/88' MSL.

**Rwy 28R**, multiple signs, poles, and vehicle on road beginning 876' from departure end of runway, 654' right of centerline, up to 27' AGL/69' MSL.

## PORTLAND-HILLSBORO (HIO)

AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climbing right turn direct UBG VOR/DME. ... **Rwy 20**, climbing left turn direct UBG VOR/DME. ... **Rwys 2, 30**, climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME. ...

... all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 2**, vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. **Rwy 12**, terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. **Rwy 20**, terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. **Rwy 30**, terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

## PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: **Rwy 7**, 3600-2 or std. with a min. climb of 380' per NM to 4100. **Rwy 25**, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, turn left.

**Rwy 25**, turn right. All aircraft climb via BTG R-125 direct BTG VORTAC. Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CWR-055 or R-085 CWR R-115 5000; all others 2500.

## POWELL, WY

POWELL MUNI (POY)

AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 16, 21, 34**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, turn right. **Rwy 31**, turn left. All aircraft climb direct COD VOR/DME. Aircraft departing COD R-350 CWR R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: **Rwy 13**, terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL. Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. **Rwy 31**, windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

## PRINEVILLE, OR

PRINEVILLE (S39)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. **Rwy 15**, std. w/ min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. **Rwy 28**, std. w/ min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. **Rwy 33**, std. w/ min. climb of 380' per NM to 6700, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 15**, climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 28**, climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

**Rwy 33**, climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: **Rwy 10**, trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. **Rwy 15**, trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. **Rwy 28**, trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. **Rwy 33**, trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/3319' MSL.

**PULLMAN-MOSCOW, WA****PULLMAN-MOSCOW RGNL**

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. **Rwy 23**, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. **Rwy 23**, climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 5**, multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. **Rwy 23**, multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.

**PUYALLUP, WA****PIERCE COUNTY-THUN FIELD (PLU)****AMDT 1A 09071 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 16, 34**, 300-1.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn. **Rwy 34**, climb runway heading. **All aircraft** climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: **Rwy 16**, light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. **Rwy 34**, multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 578' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

**RAWLINS, WY****RAWLINS MUNI/HARVEY FIELD**

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 440' per NM to 7500. **Rwy 22**, 1500-2 or std. with a min climb of 365' per NM to 8700. **Rwys 10, 28**, NA.

DEPARTURE PROCEDURE: **Rwy 4**, turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

**REDMOND, OR****ROBERTS FIELD (RDM)****AMDT 5 09183 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 22**, std. w/ min. climb of 269' per NM to 4700. **Rwy 28**, std. w/ min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 10**, climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 22**, climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 28**, climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28**, numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

**RENTON, WA****RENTON MUNI (RNT)****AMDT 7 09351 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**, 500-2¼ or std. with a min. climb of 315' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 157° to 700, then climbing right turn direct SEA VORTAC, thence... or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000 MSL, then proceed on SEA R-029 to SEA VORTAC, thence... **Rwy 34**, Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence... Climb in SEA VORTAC holding pattern (East, left turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight.

NOTES: **Rwy 16**, trees, towers, lights and blast shield beginning 185' from DER, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. **Rwy 34**, Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

**REXBURG, ID****REXBURG-MADISON COUNTY**

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35**, climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: **Rwy 17**, 100' AGL trees 125' from departure end of runway, 350' left of centerline. **Rwy 35**, 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

**RICHLAND, WA**

RICHLAND (RLD)

AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 8**, std. w/ min. climb of 310' per NM to 5000. **Rwy 19**, std. w/ min. climb of 480' per NM to 5000. **Rwy 26**, std. w/ min. climb of 350' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 1, 8**, climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course.

**Rwy 19**, climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course. **Rwy 26**, climb heading 310° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course.

NOTE: **Rwy 1**, crane 4957' from DER, 1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. **Rwy 8**, railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. **Rwy 19**, bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. **Rwy 26**, antenna 310' from DER, 444' right of centerline, up to 7' AGL/408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

**RIVERTON, WY**

RIVERTON RGNL (RIW)

AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 10, 19, 28**, climbing right turn direct RIW VOR/DME. **All Aircraft** climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: **Rwy 1**, sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. **Rwy 10**, sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. **Rwy 19**, sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. **Rwy 28**, sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

**ROCK SPRINGS, WY**

ROCK SPRINGS-SWEETWATER COUNTY (RKS)

AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 9**, climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 21**, climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 27**, climb heading 270° to 7900, then climbing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3**, vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. **Rwy 21**, bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

**RONAN, MT**

RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. **Rwy 34**, std. w/ min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. **Rwy 34**, climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: **Rwy 16**, tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL. **Rwy 34**, building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.





## ROSEBURG, OR

ROSEBURG RGSL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. **Rwy 34**, std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. **Rwy 34**, climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG VOR/DME.

NOTE: **Rwy 16**, tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL, tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891' MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. **Rwy 34**, tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179' MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from departure end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826' left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615' MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway centerline, 29' AGL/557' MSL.

## SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 600-2 or std. with a min. climb of 240' per NM to 800. **Rwy 16**, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; **Rwys 31, 34**, turn right. **Rwy 16**, turn left. **Rwy 13**, climb heading 130°. **All aircraft** climb direct TURNLOM/Int. Continue climb in holding (SE, left turns, 310° inbound) to cross TURNLOM/INT at or above MEA for route of flight.

## SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: **Rwy 17**, NA. **Rwy 35**, 4300-5 or std. with a min. climb of 390' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 17**, NA. **Rwy 35**, climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course.

## SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: **Rwy 1**, 4200-2 or std. with a min. climb of 520' per NM to 5800. **Rwy 19**, 2200-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn to COE VOR/DME via heading 200° and COE R-002.

**Rwy 19**, climbing left turn to COE VOR/DME via heading 140° and COE R-002.

## SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: **Rwy 23**, 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: **Rwy 5**, turn left heading 280°. **Rwy 23**, turn right heading 340°. **All aircraft** climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

## SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn direct BTG VORTAC. **Rwy 33**, climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for direction of flight.

NOTE: **Rwy 15**, 158' MSL tree 470' from departure end of runway, 499' right of centerline. **Rwy 33**, cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

## SCOBAY, MT

SCOBAY

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 280' per NM to 3400.



## SEATTLE, WA

## BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 13L**, 500-3 w/ min. climb of 232' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 13R**, std. w/ a min. climb of 476' per NM to 900, or 500-3 w/ a min. climb of 386' per NM to 900, or 1000-2½ for climb in visual conditions. **Rwy 31L**, std. w/ a min. climb of 386' per NM to 800, or 300-1½ w/ min. climb of 235' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 31R**, std. w/ a min. climb of 334' per NM to 900, or 400-1½ w/ min. climb of 216' per NM to 900, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13L/R**, climbing right turn. **Rwys 31L/R**, climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEAR-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: **Rwy 13L**, multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL.

**Rwy 13R**, multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. **Rwy 31L**, multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL. Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. **Rwy 31R**, multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101' MSL.

## SEATTLE-TACOMA INTL (SEA)

## AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16C, 16R**, climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...

**Rwys 34L, 34C, 34R**, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence...  
...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 16L**, trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/476' MSL. **Rwy 16C**, trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. **Rwy 16R**, trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. **Rwy 34L**, fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

## SHELBY, MT

## SHELBY

TAKE-OFF MINIMUMS: **Rwy 5**, 200-1¼ or std. w/ min. climb of 212' per NM to 3700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 5**, fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. **Rwy 11**, truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

## SHELTON, WA

## SANDERSON FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ a min. climb of 312' per NM to 4000, or 1500-2½ for a climb in visual conditions. **Rwy 23**, std. w/ a min. climb of 414' per NM to 4000, or 1500-2½ for a climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000. **Rwy 23**, climbing left turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000.

NOTE: **Rwy 5**, multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. **Rwy 23**, multiple trees beginning 52' from departure end of runway, 149' left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010



**SHERIDAN, WY****SHERIDAN COUNTY**

TAKE-OFF MINIMUMS: **Rwy 5**, 700-3 or std. w/ min. climb of 318' per NM to 5100, or... **Rwy 14**, 800-3 or std. w/ min. climb of 263' per NM to 5100, or... **Rwy 23**, 900-3 or std. w/ min. climb of 348' per NM to 5100, or...  
... 1400/3 for climb in visual conditions. Climb in visual conditions NA at night.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... **Rwy 14**, climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... **Rwy 23**, climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... **Rwy 32**, climb via heading 320° and SHR R-106 to SHR VORTAC, thence...  
... climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 5**, multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991' MSL. **Rwy 23**, fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. **Rwy 32**, antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSL.

**SIDNEY, MT****SIDNEY-RICHLAND MUNI (SDY)****AMDT 4 10210 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 29**, 400-2½ or std. with a min. climb of 315' per NM to 2500.

NOTE: **Rwy 1**, trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. **Rwy 19**, trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298' right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. **Rwy 29**, terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

**SNOHOMISH, WA****HARVEY FIELD (S43)****ORIG 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 15R, 33L**, NA-obstacles.

**Rwy 15L**, std. w/ min. climb of 353' per NM to 1100, or 1200-2½ for climb in visual conditions. **Rwy 33R**, std. w/ min. climb of 475' per NM to 800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15L**, climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence... **Rwy 33R**, climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE: **Rwy 15L**, tree 81' from DER, 177' right of centerline, 40' AGL/106' MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. **Rwy 33R**, powerline 139' from DER, 226' left of centerline, 40' AGL/56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.







## SPOKANE, WA

FELTS FIELD (SFF)

AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L**, std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. **Rwy 3R**, std. w/ min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. **Rwy 21L**, std. w/ min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. **Rwy 21R**, std. w/ min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3L, 3R**, climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/MEA for route of flight. **Rwys 21L, 21R**, climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/MEA for route of flight.

NOTE: **Rwy 3L**, trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. **Rwy 3R**, hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. **Rwy 21L**, elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. **Rwy 21R**, poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

## SPOKANE INTL (GEG)

AMDT 5 10154 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 25**, climbing left turn direct GEG VORTAC, thence... **Rwys 7, 21**, climbing right turn direct GEG VORTAC, thence... continue climb via R-208 within 10 miles to cross GEG VORTAC at or above: northeast bound V120-448, 5200; eastbound V2, 5200; southeast through west bound climb on course.

NOTE: **Rwy 3**, multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374' MSL. **Rwy 21**, pole 2655' from DER, 1122' left of centerline, 42' AGL/2446' MSL. Tree 3391' from DER, 1315' right of centerline, 100' AGL/2466' MSL.

## STEVENSVILLE, MT

STEVENSVILLE

TAKE-OFF MINIMUMS: **Rwy 12**, do not exceed 210 knots until established on MSOR-163. **Rwy 30**, do not exceed 210 knots until established on MSOR-160.

DEPARTURE PROCEDURE: **Rwy 12**, climbing right turn via heading 335 and MSOR R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. **Rwy 30**, climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course.

## SUNRIVER, OR

SUNRIVER

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 360' per NM to 4400. **Rwy 36**, 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 7000 then climbing left turn direct DSD VORTAC. **Rwy 36**, climb direct to DSD VORTAC. Then all aircraft climb on course.

## TACOMA, WA

TACOMA NARROWS

TAKE-OFF MINIMUMS: **Rwy 35**, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: **Rwy 17**, turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. **Rwy 35**, turn left, climb via heading 270° to intercept SEA R-230 then direct CARROINT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

## THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 900-3 or std. with a min. climb of 330' per NM to 1200. **Rwy 12**, 1400-3 or std. with a min. climb of 500' per NM to 2000. **Rwy 25**, NA. **Rwy 30**, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 120°. **Rwy 12**, climb via runway heading. **Rwy 30**, climbing left turn heading 120°. All aircraft intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

## TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: **Rwys 1, 13, 19**, NA. **Rwy 31**, 2000-3 or std. with a min. climb of 350' per NM to 4500. DEPARTURE PROCEDURE: **Rwys 1, 13, 19**, NA.

**Rwy 31**, use FETUJ RNAV DEPARTURE.



**TORRINGTON, WY**

TORRINGTON MUNI (TOR)

ORIG 10042 (FAA)

NOTE: **Rwy 2**, terrain 30' from DER, 277' left of centerline, 4197' MSL. **Rwy 10**, multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. **Rwy 28**, terrain 133' from DER, 386' right of centerline, 4213' MSL.

**TWIN FALLS, ID**

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, NA.

DEPARTURE PROCEDURE: Aircraft departing on TWFF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWFF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

**VANCOUVER, WA**

PEARSON FIELD (VUO)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 358' per NM to 600, or 500-3 w/ min. climb of 201' per NM to 600, or 900-2½ for climb in visual conditions. **Rwy 26**, 600-3 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence... **Rwy 26**, climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence...

...continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8**, tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL. Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. **Rwy 26**, bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

**WALLA WALLA, WA**

WALLA WALLA RGNL

DEPARTURE PROCEDURE: **Rwys 2, 7, 20, 25, 34**, turn left. **Rwy 16**, turn right. **All aircraft** climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: **Rwy 16**, antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. **Rwy 20**, light 666' from departure end of runway, 640' left of centerline, 1170' MSL. **Rwy 34**, terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

**WEISER, ID**

WEISER MUNI (S87)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, std. w/ min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 121° to 3900 before proceeding on course. **Rwy 30**, climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: **Rwy 12**, tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. **Rwy 30**, tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

**WENATCHEE, WA**

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 7**, NA. **Rwy 12**, 1500-2 or std. with a min. climb of 510' per NM to 2900.

**Rwys 25, 30**, CAT A,B 1600-2 or std. with a min. climb of 360' per NM to 3100. CAT C,D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading. **Rwys 25, 30**, climbing left turn. **All aircraft** climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E, right turns, 253° inbound) to cross EAT VOR/DME at or above: R-141 CWR-200 7400; R-201 CW R-009, 8200.

**WEST YELLOWSTONE, MT**

YELLOWSTONE

TAKE-OFF MINIMUMS: **Rwy 19**, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH:

**Rwy 1**, ½ mile.

DEPARTURE PROCEDURE: **Rwy 1**, turn right.

**All aircraft** climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500





## WHEATLAND, WY

## PHIFER AIRFIELD

DEPARTURE PROCEDURE: **Rwy 8**, climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JZZY Int, thence... **Rwy 26**, climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JZZY INT, thence...

...continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: **Rwy 8**, multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL.

**Rwy 26**, multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/ vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

## WORLAND, WY

## WORLAND MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28**, NA. **Rwy 16**, 300-2 or std. with a min. climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: **All aircraft** climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

## YAKIMA, WA

## YAKIMA AIR TERMINAL/MCALLISTER FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, NA. **Rwy 9**, 800-4 or std. with a min. climb of 300' per NM to 5000. **Rwys 22, 27**, 2500-3 or std. with a min. climb of 300' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 4**, NA. **Rwys 9, 22, 27**, Use ZILLA DEPARTURE PROCEDURE.

## WHIDBEY ISLAND NAS (AULT FIELD)

## (KNW) . . . . . 10210

Diverse departures not authorized.

MILITARY DEPARTURE PROCEDURE: **Rwy 7**:

Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. **Rwy 14**: Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. **Rwy 25**: Climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32**: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS**: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, intercept the NUW 11 DME ARC to join assigned route.

CIVIL DEPARTURE PROCEDURE: **Rwy 7**: Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. **Rwy 14**: Cross DER at or above 11' AGL/60' MSL.

Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. **Rwy 25**: Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32**: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS**: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route.

TAKE-OFF OBSTACLES: **Rwy 7**: Trees, 204' MSL, 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline; Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1.17 NM left of centerline; Trees, 480' MSL, 1.99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. **Rwy 14**: Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM from DER, 1844' left of centerline.



**ARCO-BUTTE CO** (AOC) 3 SW UTC-7(-6DT) N43°36.21' W113°20.06'

5332 B S2 NOTAM FILE BOI

RWY 06-24: H6600X75 (ASPH) S-300 MIRL

RWY 06: REIL. PAPI (P2L)—GA 3.0° TCH 40'.

RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 40'. P-line.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 06-24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.35

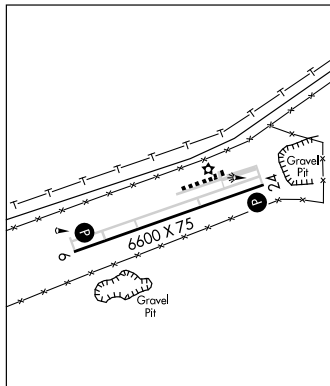
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIH.

POCATELLO (H) VORTACW 112.6 PIH Chan 73 N42°52.22'  
W112°39.13' 309° 53.2 NM to fld. 4433/17E.

SALT LAKE CITY

H-3D, L-11C

IAP



**ASHTON** N44°33.75' W111°26.68'

RCD 123.625 (BOISE RADIO)

SALT LAKE CITY

L-13C

## ATLANTA

**ATLANTA** (55H) 1 NW UTC-7(-6DT) N43°48.81' W115°08.10'

5500 NOTAM FILE BOI

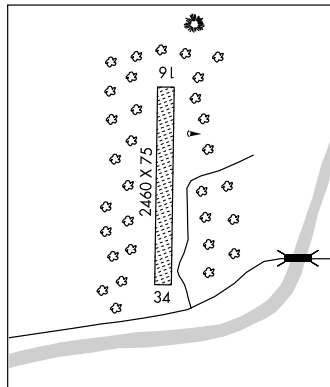
RWY 16-34: 2460X75 (TURF-DIRT)

RWY 16: Tree. RWY 34: Trees. Rgt tfc.

**AIRPORT REMARKS:** Unattended. No winter maintenance. Recommended for use by mountain proficient pilots using high performance aircraft. Arpt is located in mountainous area; high timbered ridges limit maneuvering area. Land Rwy 34, depart Rwy 16. Approach up Boise River making right circling pattern over valley to check traffic at Greene arpt. Depart with right turnout down Boise River. Announce Intentions on 122.9. No go-around due to rising terrain and trees. Rwy 16-34 edges and Rwy 34 thld marked with white rocks. Rwy 16 thld not defined. Ground vehicle traffic has access to rwy. No telephone avbl at arpt.

**COMMUNICATIONS:** CTAF 122.9

SALT LAKE CITY



**GRAHAM USFS** (U45) 11 NW UTC-7(-6DT) N43°57.31' W115°16.36'

5726 NOTAM FILE BOI

RWY 18-36: 2900X50 (TURF-GRVL)

RWY 18: Trees. RWY 36: Road.

**AIRPORT REMARKS:** Unattended. Big game animals on and in vicinity of arpt. No winter maintenance. Recommend Idg Rwy 36; txf Rwy 18 when wind conditions allow. No line of sight between rwy ends. Rwy 18-36 lower one third of rwy soft and unusable during early spring. Rwy 18-36 thlds marked with rocks. No telephone avbl at arpt.

**COMMUNICATIONS:** CTAF 122.9

SALT LAKE CITY

(JATTS1..JATTS) 09239  
JATTS ONE DEPARTURE (RNAV) (OBSTACLE)

ARCO-BUTTE COUNTY (AOC)  
ARCO, IDAHO

BOISE RADIO  
122.6  
SALT LAKE CENTER  
128.35 239.25  
CTAF 122.8

5900

235°

NATIONAL SECURITY  
AREA

V269

CRATERS OF THE MOON  
WILDERNESS AREA

JOBRO

089°  
(19)

JATTS  
10100

V269 Northwest bound

NW-1, 26 AUG 2010 to 23 SEP 2010

TAKE-OFF MINIMUMS

Rwy 6: NA- Obstacles.

Rwy 24: Standard.

TAKE-OFF OBSTACLE NOTE

Rwy 24, numerous vehicles beginning 641' from DER, 629' right of centerline, 17' AGL/5355' MSL.

NOTE: GPS required.

NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24: Climb heading 235° to 5900 then climbing left turn direct JOBRO, then via 089° track to JATTS before proceeding on course.

JATTS ONE DEPARTURE (RNAV) (OBSTACLE)  
(JATTS1..JATTS) 09239

ARCO, IDAHO  
ARCO-BUTTE COUNTY (AOC)

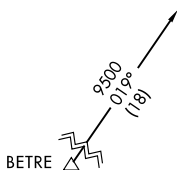
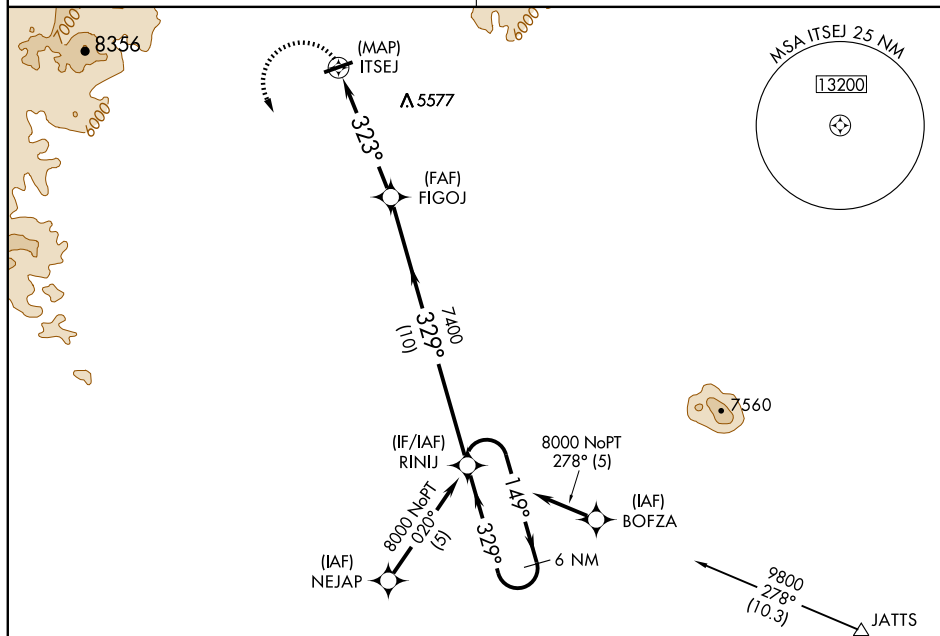
APP CRS  
**323°**Rwy Idg  
TDZE  
Apt Elev**N/A**  
**N/A**  
**5332****RNAV (GPS)-A**  
ARCO-BUTTE COUNTY (AOC)**NA**

GPS or RNP- 0.3 required.

DME/DME RNP- 0.3 NA.

If local altimeter setting not received, use Pocatello Rgnl altimeter setting and increase all MDAs 600 feet.

MISSED APPROACH: Climbing left turn to 8000 direct RINIJ and hold.

SALT LAKE CENTER  
**128.35 239.25**UNICOM  
**122.8 (CTAF) 0**

FIGOJ

RINIJ

6 NM  
Holding Pattern

ITSEJ

FIGOJ

329°

323°

7400

149°

329°

8000

5 NM

10 NM

CATEGORY

A

B

C

D

CIRCLING

5920-1

588 (600-1)

5920-1½

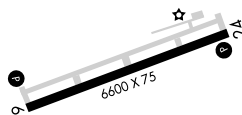
588 (600-1½)

5920-2

588 (600-2)

MIRL Rwy 6-24 0

REIL Rwy 6 and 24 0



323° to

ITSEJ

**BIG CREEK** (U60) 0 NE UTC-7(-6DT) N45°07.99' W115°19.31'

GREAT FALLS

5743 NOTAM FILE BOI

RWY 01-19: 3550X110 (TURF)

RWY 01: Road. RWY 19: Trees.

**AIRPORT REMARKS:** Unattended. Big game animals on and in vicinity of arpt. Open to ski equipped acft in winter; acft use sides of strip during ski operations. Recommend land to south, takeoff to north when conditions allow. No winter maintenance. Be alert for sprinklers on rwy. Rwy 01-19 edges and thlds marked with white rock. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9

**BIG CREEK RANGER STATION****CABIN CREEK USFS** (I08) 17 E UTC-7(-6DT) N45°08.61' W114°55.74'

GREAT FALLS

4289 NOTAM FILE BOI

RWY 02-20: 1750X40 (TURF-DIRT)

RWY 02: Tree. RWY 20: Hill.

**AIRPORT REMARKS:** Unattended. Big game animals and livestock on and invof rwy. Land Rwy 02, takeoff Rwy 20, go around not possible due to high terrain at end of Rwy 20. Rwy 02-20 15' wide bare dirt strip down center of rwy. No telephone avbl at arpt. Rubber water bar strips on rwy.

COMMUNICATIONS: CTAF 122.9

**BIG SOUTHERN BUTTE** (See ATOMIC CITY)**BLACKFOOT****McCARLEY FLD** (U02) 1 N UTC-7(-6DT) N43°12.56' W112°20.98'

SALT LAKE CITY

4488 B S4 FUEL 100LL, JET A NOTAM FILE BOI

L-11C

RWY 01-19: H4314X75 (ASPH) S-12.5 MIRL

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 40'. Fence.

RWY 19: PAPI(P2L)—GA 3.0° TCH 37'. Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1500-0000Z†. Considerable air ground ops during growing season.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE PIH.

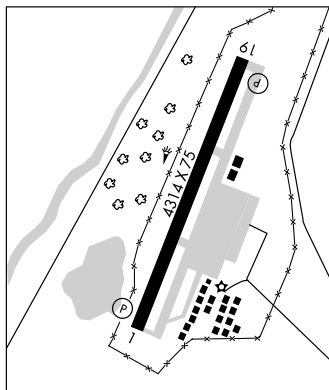
POCATELLO (H) VORTACW 112.6 PIH Chan 73 N42°52.22'

W112°39.13' 016° 24.3 NM to fld. 4433/17E.

IDAHO FALLS (H) VORW/DME 113.85 IDA Chan 85(Y)

N43°31.14' W112°03.84' 199° 22.4 NM to fld.

4724/15E. NOTAM FILE IDA.

**BLISS** N42°54.99' W114°47.05'.

SALT LAKE CITY

RCO 122.4 (BOISE RADIO)

L-11C

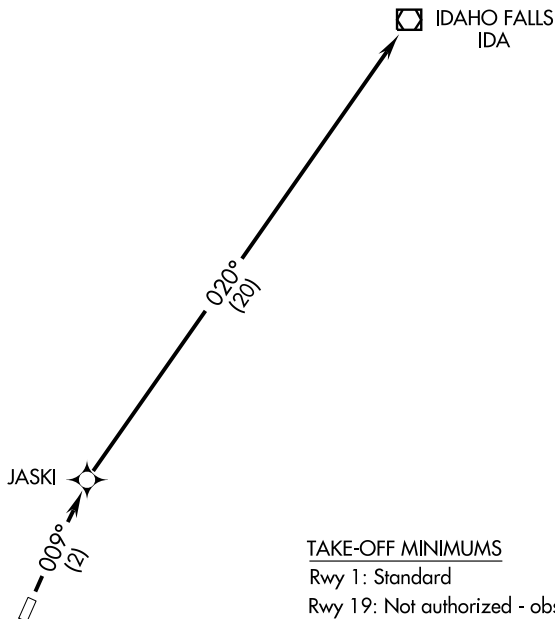
(IDA1.IDA) 09239

SL-9351 (FAA)

# IDAHO FALLS ONE DEPARTURE (RNAV)

BLACKFOOT/MCCARLEY FIELD (U02)  
BLACKFOOT, IDAHO

SALT LAKE CITY CENTER  
128.35 239.25  
UNICOM 122.8 (CTAF)



## TAKE-OFF MINIMUMS

Rwy 1: Standard

Rwy 19: Not authorized - obstacles.

NOTE: 1. GPS Required.  
2. RNAV 1

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb to 7000 (or higher assigned altitude) via 009° course to JASKI WP and right turn via 020° course to IDA VOR/DME, then via (assigned route).

TAKE-OFF RUNWAY 19: Not authorized.

IDAHO FALLS ONE DEPARTURE (RNAV)

(IDA1.IDA) 09239

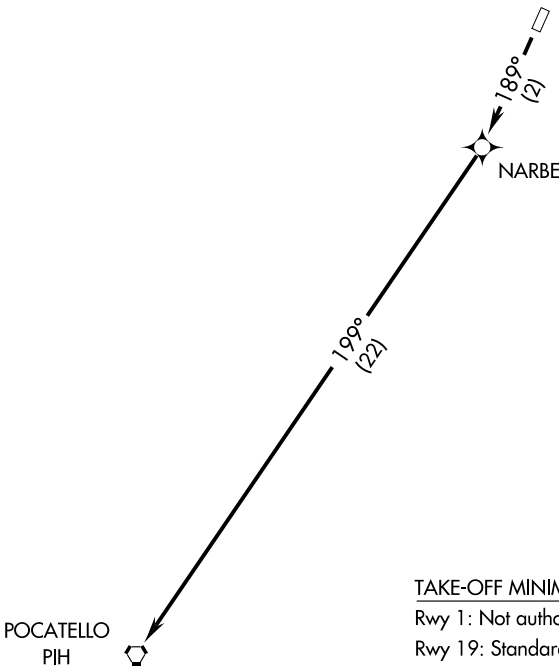
BLACKFOOT, IDAHO  
BLACKFOOT/MCCARLEY FIELD (U02)

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010



SALT LAKE CITY CENTER  
128.35 239.25  
UNICOM 122.8 (CTAF)



TAKE-OFF MINIMUMS  
Rwy 1: Not authorized - obstacles  
Rwy 19: Standard

NOTE: 1. GPS Required.  
2. RNAV 1

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKE-OFF RUNWAY 1: Not authorized.

TAKE-OFF RUNWAY 19: Climb to 7000 (or higher assigned altitude) via 189° course to NARBE WP and right turn via 199° course to PIH VORTAC, then via (assigned route).

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | N/A  |
| 189°    | TDZE     | N/A  |
|         | Apt Elev | 4488 |

BLACKFOOT/MCCARLEY FIELD (U02)

**T** Use Pocatello Rgnl altimeter setting, when not received  
**A NA** use Idaho Falls Rgnl altimeter setting.  
 DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 8500 direct NARBE and via 199° track to PIH VORTAC and hold.

SALT LAKE CITY CENTER  
128.35 239.25

UNICOM  
122.8 (CTAF)

Holding not required for arrivals at IDA VOR/DME via V21-365 southbound.

6778

7 NM

(IAF)  
WHO FALLS  
IDA

(IF)  
AMXOJ

4667±

(FAF)  
YILKC

4683  RW19

A close-up photograph of the wavelength scale on the laser head. The scale is marked with values 4779 Å, 4789 Å, and 4740 Å. A red laser line is visible, pointing to the 4789 Å mark, which is labeled 'NARBE'.

MISSED APCH FIX

POCATELLO  
PIH

ELEV 4488

189° to  
RW19

8500

NARE

199°  
track

AMXOJ

Procedure  
Turn  
NA

CATEGORY

A

B

---

C

D

MIRL Rwy 1-19

BLACKFOOT, IDAHO  
Orig 09239

43°13' N - 112°21' W

BLACKFOOT/MCCARLEY FIELD (U02)

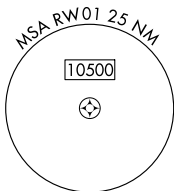
RNAV (GPS)-A

NW-1, 26 AUG 2010 to 23 SEP 2010

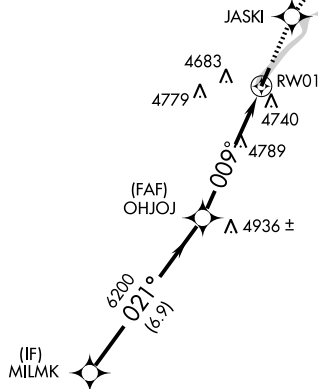
|           |  |   |
|-----------|--|---|
| ▼<br>▲ NA | Use Pocatello Rgnl altimeter setting, when not received use Idaho Falls Rgnl altimeter setting.<br>DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 7000 direct JASKI and via 020° track to IDA VOR/DME and hold. |
|-----------|--|---|

SALT LAKE CITY CENTER  
**128.35 239.25**

UNICOM  
**122.8 (CTAF)**



MISSED APCH FIX



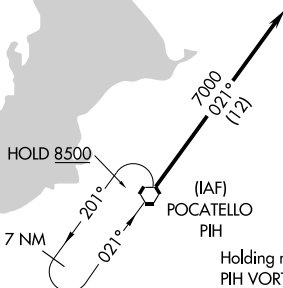
6655

6399

6429

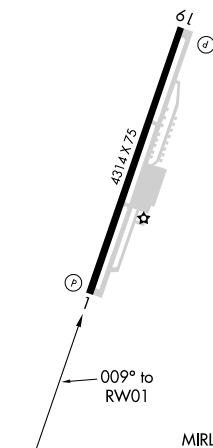
6861 ▲

6791



Holding not required for arrivals at  
PIH VORTAC via V21-257 northbound.

ELEV 4488



MIRL Rwy 1-19

|                   |         |              |                         |                       |       |  |                 |  |      |  |
|-------------------|---------|--------------|-------------------------|-----------------------|-------|--|-----------------|--|------|--|
|                   | MILMK   |              | 7000                    |                       | OHJOJ |  | 3.05°<br>TCH 40 |  | RW01 |  |
|                   |         |              | 021°                    |                       | 6200  |  | 009°            |  |      |  |
| Procedure Turn NA |         |              |                         |                       |       |  |                 |  |      |  |
|                   |         |              | 6.9 NM                  |                       |       |  | 5.2 NM          |  |      |  |
| CATEGORY          | A       | B            | C                       | D                     |       |  |                 |  |      |  |
| CIRCLING          | 5380-1¼ | 892 (900-1¼) | 5380-2¾<br>892 (900-2¾) | 5380-3<br>892 (900-3) |       |  |                 |  |      |  |

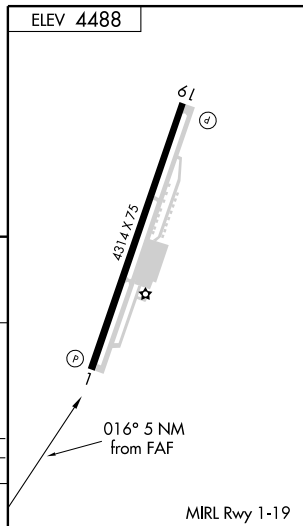
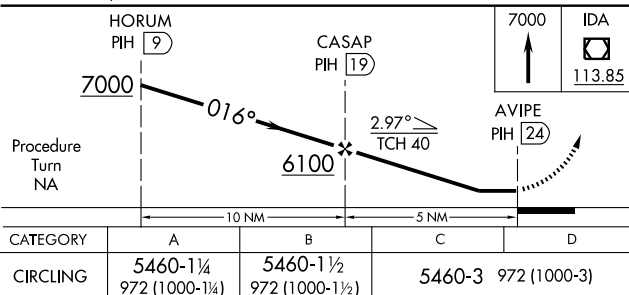
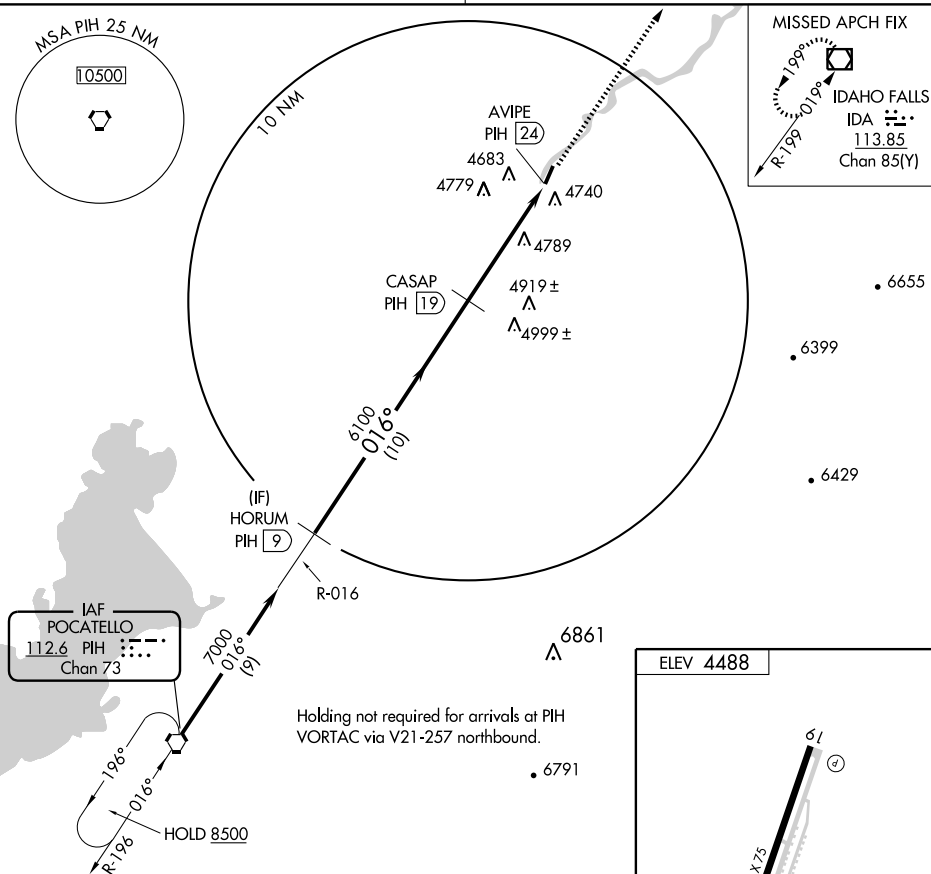
|  |                        |   |            |
|--|------------------------|---|------------|
| VORTAC PIH<br><b>112.6</b><br>Chan <b>73</b> | APP CRS<br><b>016°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>4488</b> | N/A<br>N/A |
|--|------------------------|---|------------|

**NA** Use Pocatello Rgnl altimeter setting, when not received use Idaho Falls Rgnl altimeter setting.

**MISSED APPROACH:** Climb to 7000 direct IDA VOR/DME and hold.

SALT LAKE CITY CENTER  
**128.35 239.25**

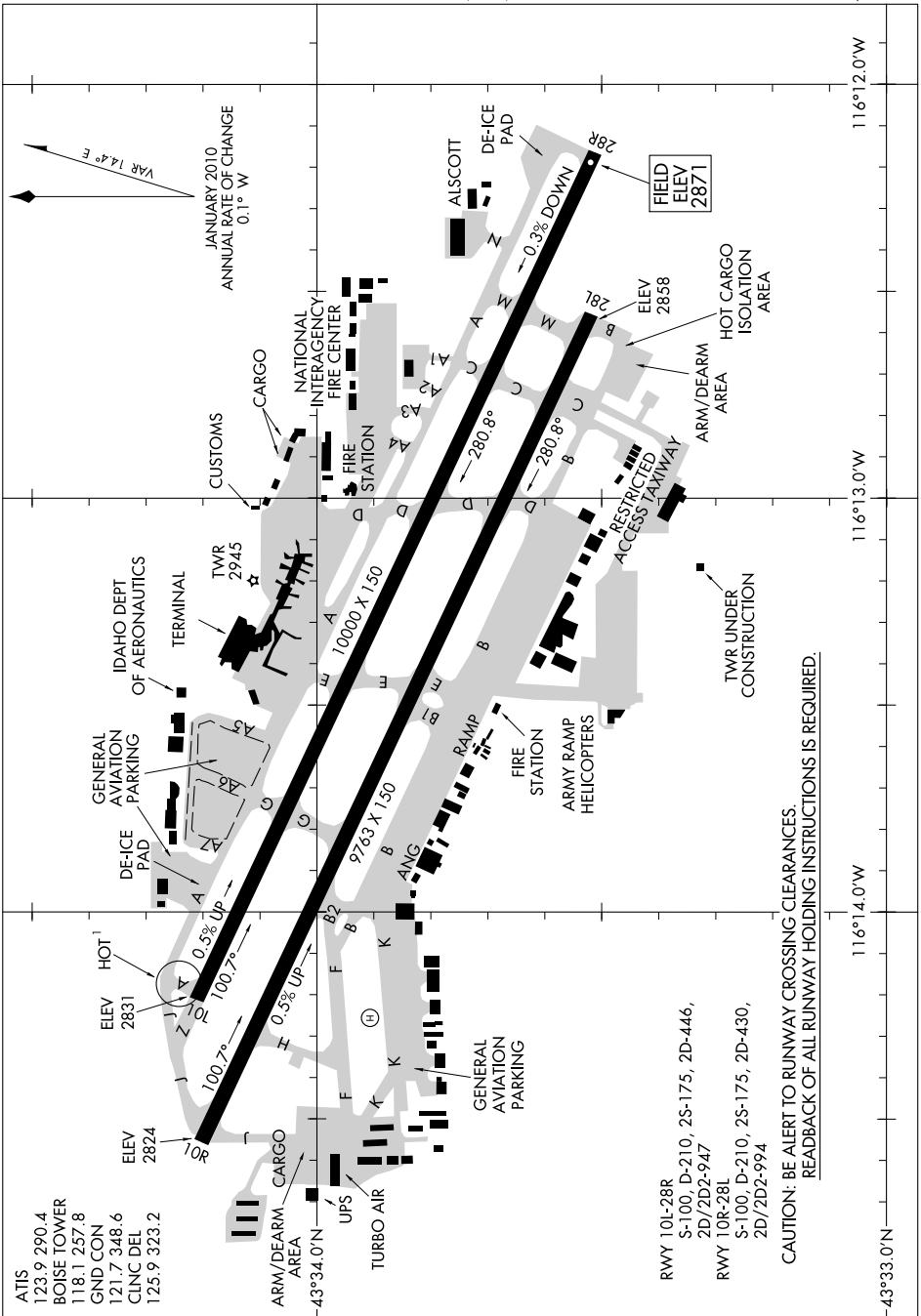
UNICOM  
**122.8 (CTAF)**



# AIRPORT DIAGRAM

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)  
AL-57 (FAA) BOISE, IDAHO

NW-1, 26 AUG 2010 to 23 SEP 2010



NW-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

BOISE, IDAHO  
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

**BOISE AIR TERMINAL (GOWEN FLD)** (BOI) 3 S UTC-7(-6DT) N43°33.86' W116°13.37'**SALT LAKE CITY**

2871 B S2 FUEL 100LL, JET A1 + OX 1, 3 AOE Class I, ARFF Index B

**H-1C, 3C, L-11B**

NOTAM FILE BOI

**IAP, AD****RWY 10L-28R:** H10000X150 (ASPH-GRVD) S-100, D-210,

2S-175, 2D-446, 2D/2D2-947 HIRL

**RWY 10L:** REIL. VASI(V4L)—GA 3.0° TCH 53'. Antenna. 0.5% up.**RWY 28R:** VASI(V4L)—GA 3.0° TCH 52'. Rgt tfc. 0.3% down.**RWY 10R-28L:** H9763X150 (ASPH-PFC) S-100, D-210, 2S-175,

2D-430, 2D/2D2-994 HIRL CL

**RWY 10R:** SSALR. TDZL. VASI(V4L)—GA 3.0° TCH 55'. Rgt tfc.

0.5% up.

**RWY 28L:** MALSR. TDZL. VASI(V4L)—GA 3.0° TCH 50'.

**AIRPORT REMARKS:** Attended continuously. Extensive copter operations surface to 3500' within 1 NM E and W and 5 NM S of Rwy 10R-28L. Moderate migratory bird activity within 5 NM of the arpt Oct-Mar. Security requires PPR with fixed base operator due to locked gates and fencing between hours 0500-1400Z† for ingress/egress to arpt. Portions of Twy A and the northwest ramp not visible to twr. Do not use Twy Z for tkr roll on Rwy 10L. Rwy 28R midfield runway visual range avbl. Rwy 10R and Rwy 28L touchdown runway visual range avbl. Rwy 10R rollout runway visual range avbl. Flight Notification Service (ADCUS) available Mon-Fri 1500-0000Z†, weekends if notified by Thur 0000Z†.

**WEATHER DATA SOURCES:** ASOS (208) 388-4640**COMMUNICATIONS:** D-ATIS 123.9 UNICOM 122.95**BOISE RCO** 122.6 122.2 (BOISE RADIO)**APP/DEP CON** 126.9 (North) 119.6 (South)**TOWER** 118.1 119.0 **GND CON** 121.7 **CLNC DEL** 125.9**AIRSPACE:** CLASS C svc ctc **APP CON****RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.**(H) VORTACW** 113.3 BOI Chan 80 N43°33.17' W116°11.53' 281° 1.5 NM to fld. 2876/17E.

VOR portion unusable:

001°-044° byd 22 NM blo 11,000'

001°-044° byd 32 NM blo 14,500'

045°-071° byd 32 NM blo 12,500'

072°-084° byd 32 NM blo 10,500'

DME portion unusable:

010°-060° byd 12 NM blo 13,000'

010°-060° byd 27 NM blo 15,500'

348°-010° byd 20 NM blo 13,000'

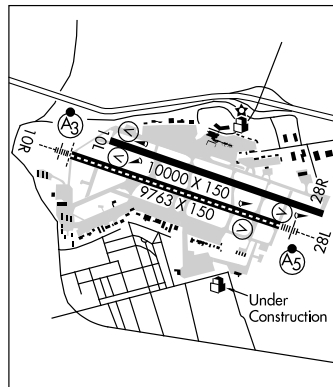
348°-010° byd 27 NM blo 15,500'

113°-155° byd 30 NM blo 7,000'

**USTIK NDB (HW/LOM)** 359 BO N43°35.81' W116°18.91' 099° 4.5 NM to fld.

**ILS/DME** 110.15 I-AAD Chan 38(Y) Rwy 28R. DME unusable byd 10 NM blo 6000', byd 12 NM blo 5500', byd 13 NM blo 6200', byd 16 NM blo 6000'. GS unusable byd 6 NM blo 4700'. LOC unusable byd 10 NM blo 6000', byd 12 NM blo 5500', byd 13 NM blo 6200', byd 16 NM blo 6000', byd 20° right of course

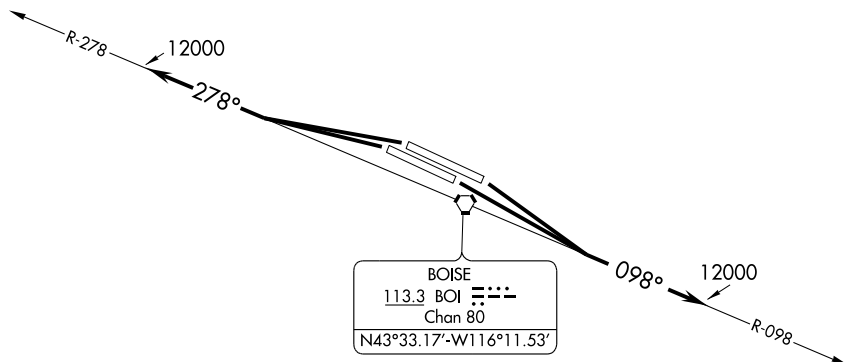
**ILS/DME** 111.1 I-BOI Chan 48 Rwy 10R. Class IIE. LOM USTIK NDB. Localizer backcourse unusable byd 10° north and south side of course. Localizer backcourse unusable byd 10 NM blo 5900' and byd 15.1 NM blo 6800'.



## BOISE ONE DEPARTURE

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)  
BOISE, IDAHO

ATIS  
123.9 290.4  
CLNC DEL  
125.9 323.2  
GND CON  
121.7 348.6  
BOISE TOWER  
118.1 257.8  
BOISE DEP CON  
126.9 351.85 (279°-097°)  
119.6 269.4 (098°-278°)



NOTE: Chart not to scale.

NOTE: RADAR Required

## TAKE-OFF MINIMUMS

Rwy 28L/R: Standard.

Rwy 10L/R: Standard with minimum climb of 240' per NM to 9100. ATC climb of 420' per NM to 7000'.

## TAKE-OFF OBSTACLE NOTES

Rwy 10L: DME antenna 5' from DER, 415' right of centerline, 21' AGL/2881' MSL.

Light on building 271' from DER, 567' left of centerline, 29' AGL/2889' MSL.

Equipment on road 462' from DER, 444' left of centerline, 17' AGL/2887' MSL.

Rwy 28R: Anemometer 452' from DER, 306' left of centerline, 11' AGL/2842' MSL.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10L/R: Climb to 12000' via BOI VORTAC R-098, Thence . . .TAKE-OFF RUNWAY 28L/R: Climb to 12000' via BOI VORTAC R-278, Thence . . .

. . . Expect RADAR vectors to assigned route, expect filed altitude 10 minutes after departure.

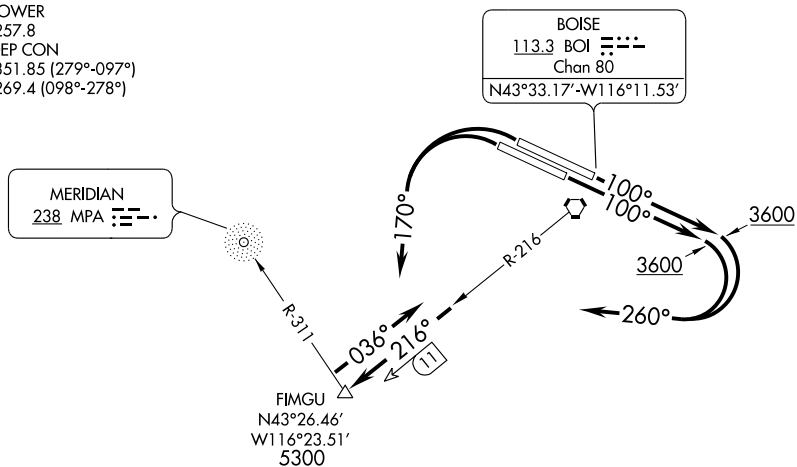
LOST COMMUNICATIONS: If not in contact with Boise Departure Control at 10000' or assigned altitude, if lower, continue climb to assigned altitude and thence via assigned route.



## GOWEN ONE DEPARTURE (OBSTACLE)

BOISE, IDAHO

ATIS  
123.9 290.4  
CLNC DEL  
125.9 323.2  
GND CON  
121.7 348.6  
BOISE TOWER  
118.1 257.8  
BOISE DEP CON  
126.9 351.85 (279°-097°)  
119.6 269.4 (098°-278°)



NOTE: Chart not to scale.

NOTE: ADF or DME Required

## TAKE-OFF MINIMUMS

Rwy 28L/R: Standard.

Rwy 10L: Standard with minimum climb of 208' per NM to 4300 or 5500-3 for climb in visual conditions.

Rwy 10R: Standard with minimum climb of 205' per NM to 4300 or 5500-3 for climb in visual conditions.

## TAKE-OFF OBSTACLE NOTES

Rwy 10L: DME antenna 5' from DER, 415' right of centerline, 21' AGL/2881' MSL.

Light on building 271' from DER, 567' left of centerline, 29' AGL/2889' MSL.

Equipment on road 462' from DER, 444' left of centerline, 17' AGL/2887' MSL.

Rwy 28R: Anemometer 452' from DER, 306' left of centerline, 11' AGL/2842' MSL.

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 10L/R:** Climb heading 100° to 3600 then climbing right turn heading 260° to intercept and climb via BOI VORTAC R-216 outbound to cross FIMGU INT/BOI 11 DME fix at or above 5300 then via BOI R-216 to cross BOI VORTAC at or above MEA/MCA for assigned route of flight or climb in visual conditions to cross Boise Air Terminal/Gowen Field Airport at or above MEA/MCA before proceeding on assigned route of flight.

**TAKE-OFF RUNWAY 28L/R:** Climbing left turn heading 170° to intercept and climb via BOI VORTAC R-216 outbound to cross FIMGU INT/BOI 11 DME fix at or above 5300 then via BOI R-216 to cross BOI VORTAC at or above MEA/MCA for assigned route of flight.

|                           |                         |  |
|---------------------------|-------------------------|--|
| LOC I-BOI<br><b>111.1</b> | APCH CRS<br><b>100°</b> | Rwy ldg <b>9763</b><br>TDZE <b>2836</b><br>Arpt Elev <b>2871</b> |
|---------------------------|-------------------------|--|

JAL-57 [USAF]

BOISE AIR TERMINAL (GOWEN FLD) (KBOI)

- \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT CD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to  $1\frac{1}{4}$  miles.

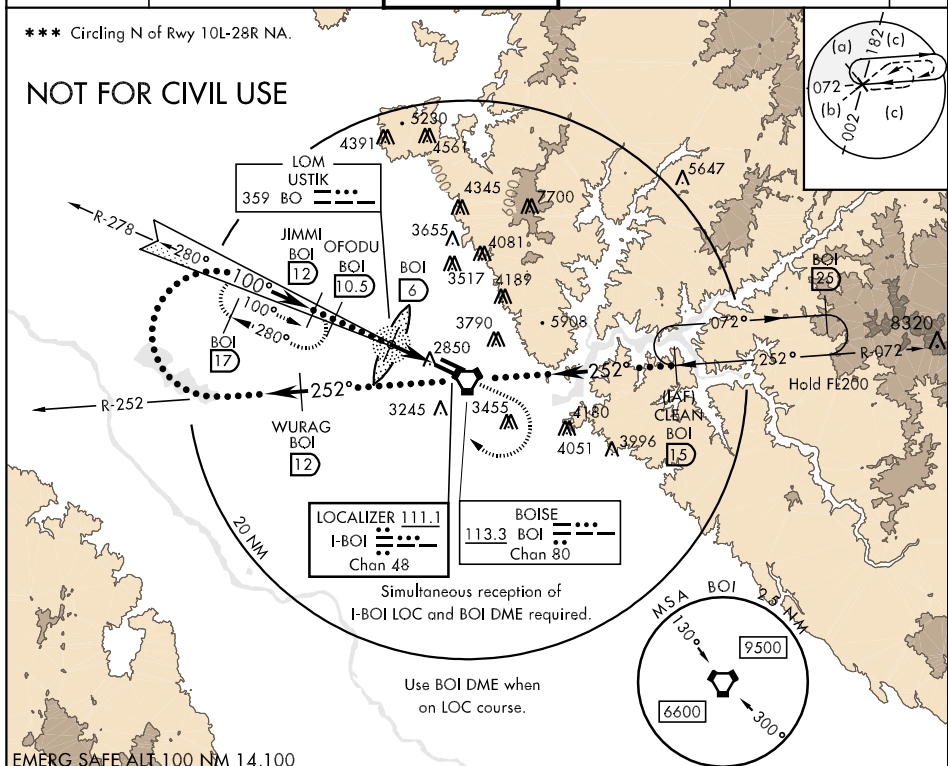


**MISSED APPROACH:** Climb to 3700 then climbing right turn to 5000 via heading 320° to intercept BOI VORTAC R-278 then direct JIMMI INT and hold.

|                            |                                     |                                   |                               |                                |      |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|------|
| ATIS<br><b>123.9 290.4</b> | BOISE APP CON<br><b>119.6 269.4</b> | BOISE TOWER<br><b>118.1 257.8</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>125.9 323.2</b> | ASOS |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|------|

\*\*\* Circling N of Rwy 10L-28R NA.

NOT FOR CIVIL USE



EMERG SAFE ALT 100 NM 14,100

|                              |  |                       |                           |  |                    |                      |   |
|------------------------------|--|-----------------------|---------------------------|--|--------------------|----------------------|---|
| 3700                         | 5000   | JIMMI BOI 12          | WURAG BOI R-252 12        | VGSI and ILS Glideslope not coincidental | CLEAN R-072 BOI 15 | ELEV 2871            | HIRL Rwy 10L-28R and 10R-28L REIL Rwy 10L |
| Right at 12,000 within 25 NM | hdg 320°   | FL200                 | FL200                     | FL200                                    | FL200              | 100° 3.6 NM from FAF |   |
| GS 3.00° TCH 58              | 5900   | 5500                  | 4100                      | 4028                                     | AVVUV 2.7          | 2836                 | 2887                                      |
| CATEGORY                     | C  | D                     | E                         |  |                    |                      |   |
| S-ILS 10R *                  | 3036/24  | 200                   | (200- $\frac{1}{2}$ )     |  |                    | TDZ/CL Rwy 10R-28L   |   |
| S-LOC 10R **                 | 3160/24<br>324 (400- $\frac{1}{2}$ )               | 3160/40               | 324 (400- $\frac{3}{4}$ ) |  |                    | FAF to MAP 3.3 NM    |   |
| CIRCLING ***                 | 3440-1 $\frac{1}{2}$<br>569 (600-1 $\frac{1}{2}$ ) | 3440-2<br>569 (600-2) | 3820-3<br>949 (1000-3)    |  |                    | Knots                | 120 140 160 180 200                       |
|                              |  |                       |                           |  |                    | Min:Sec              | 1:39 1:25 1:14 1:06 0:59                  |

BOISE, IDAHO

43°34'N-116°13'W

BOISE AIR TERMINAL (GOWEN FLD) (KBOI)

Amdt 3 10070

HI-VOR/DME or TACAN RWY 10R

APCH CR  
098°

|           |      |
|-----------|------|
| Rwy Idg   | 9763 |
| TDZE      | 2836 |
| Arpt Elev | 2871 |

JAL-57 [USAF]

BOISE AIR TERMINAL (GOWEN FLD)

(KBOI)

**T** \* When ALS inop, increase CAT DE RVR to 60 and vis to 1¼ miles.

SSALR

**MISSED APPROACH:** Climb to 3700 then climbing right turn to 5000 via heading 320° to intercept BOI VORTAC R-278 then direct JIMMI/12 DME and hold

ATIS  
123.9 290.4

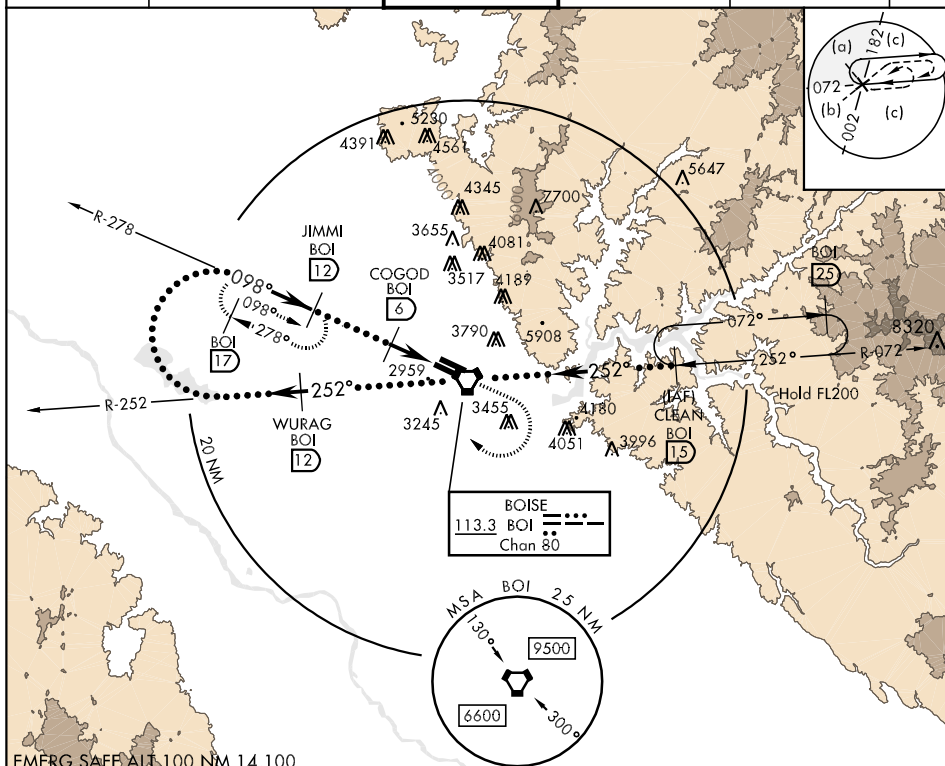
BOISE APP CON  
119.6 269.4

BOISE TOWER  
118.1 257.8

GND CON  
121.7 348.6

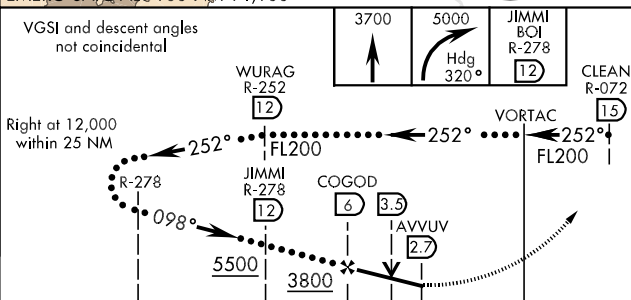
CLNC DEL  
125.9 323.2

ASOS



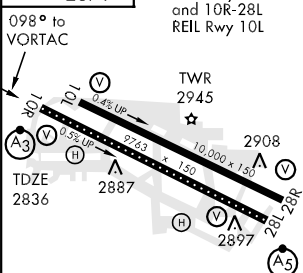
EMERG SAFE ALT 100 NM 14,100

## VGSi and descent angles not coincidental



ELEV 2871

HIRL Rwy 10L-28R  
and 10R-28L  
REIL Rwy 10L



|             |                         |                       |                        |         |
|-------------|-------------------------|-----------------------|------------------------|---------|
|             |                         | 3.3 NM                | 0.3                    |         |
| CATEGORY    | C                       | D                     | E                      |         |
| S-10R *     | 3220/24<br>384 (400-1½) | 3220/50               | 384                    | (400-1) |
| CIRCLING ** | 3440-1½<br>569 (600-1½) | 3440-2<br>569 (600-2) | 3860-3<br>989 (1000-3) |         |

TDZ/CL Rwy 10R-28L

BOISE, IDAHO

43°34'N-116°13'W

BOISE AIR TERMINAL (GOWEN FLD)

(KBOI)

HI-VOR/DME or TACAN RWY 10R

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010

BOISE, IDAHO

|                                |                  |  |                        |   |
|--------------------------------|------------------|--|------------------------|---|
| VORTAC BOI<br>113.3<br>Chan 80 | APCH CRS<br>278° | Rwy ldg<br>28L 9763<br>TDZE 28L 2858<br>Arpt Elev 2871 | 28R 10,000<br>28R 2871 | HI-VOR/DME or TACAN RWY 28L<br>JAL-57 [USAF]<br>BOISE AIR TERMINAL (GOWEN FLD) (KBOI) |
|--------------------------------|------------------|--|------------------------|---|



\* When ALS inop, increase vis to 1½ miles.  
\*\* Circling N of Rwy 10L-28R NA.

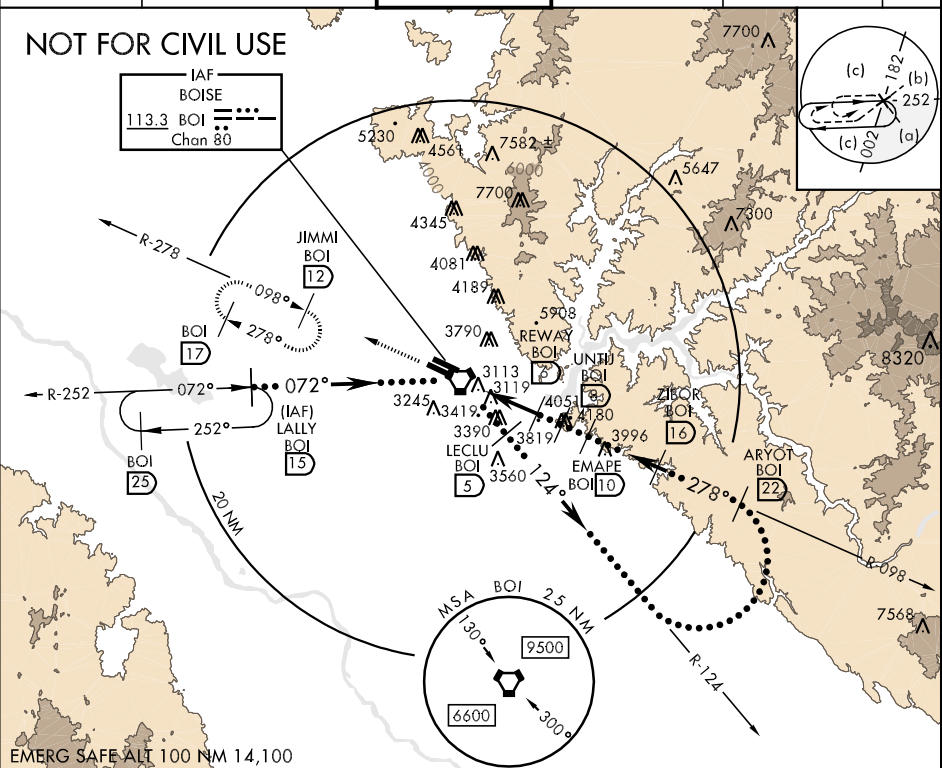


MISSED APPROACH: Climb to 4500 via BOI VORTAC  
R-278 to JIMMI and hold.

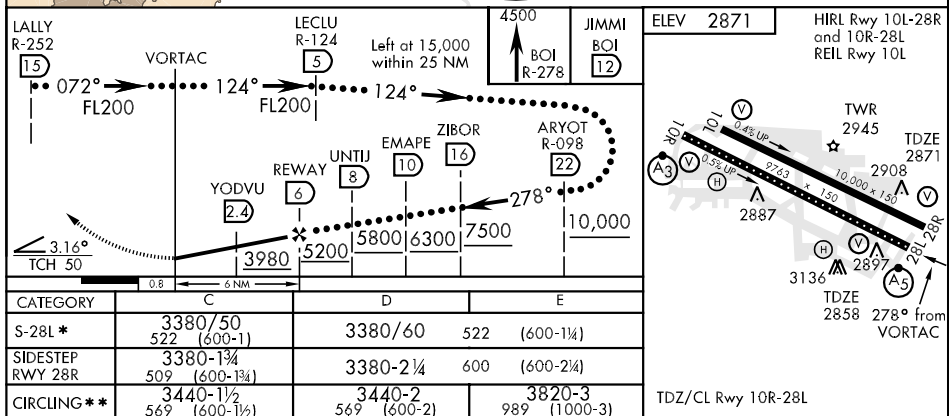
|                     |                              |                            |                        |                         |      |
|---------------------|------------------------------|----------------------------|------------------------|-------------------------|------|
| ATIS<br>123.9 290.4 | BOISE APP CON<br>119.6 269.4 | BOISE TOWER<br>118.1 257.8 | GND CON<br>121.7 348.6 | CLNC DEL<br>125.9 323.2 | ASOS |
|---------------------|------------------------------|----------------------------|------------------------|-------------------------|------|

NOT FOR CIVIL USE

IAF  
BOISE  
113.3 BOI  
Chan 80



EMERG SAFE ALT 100 NM 14,100



BOISE, IDAHO

Amdt 3 10070

43°34'N-116°13'W

BOISE AIR TERMINAL (GOWEN FLD) (KBOI)

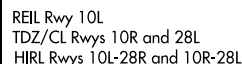
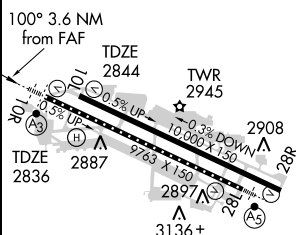
HI-VOR/DME or TACAN RWY 28L

NW-1, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 10R  
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

**MISSED APPROACH:** Climb to 6000 via BOI VORTAC R-113 to CUBTA INT/BOI 11 DME, and continue climbing right turn to 6000 direct BOI VORTAC and hold.

ADF or DME REQUIRED



Remain within 10 NM

280°

4028

4400

100°

4100

GS 3.00°  
TCH 58

VGS and ILS glidepath not coincident.

Use I-BOI DME when on LOC course.

I-BOI 2.8

I-BOI 1.9

IM

2.8 NM

0.8

0.2

| CATEGORY            | A                     | B                     | C                       | D                      |
|---------------------|-----------------------|-----------------------|-------------------------|------------------------|
| S-ILS 10R           |                       | 3036/18               | 200 (200-½)             |                        |
| S-LOC 10R           |                       | 3200/24               | 364 (400-½)             | 3200/40<br>364 (400-¾) |
| SIDESTEP<br>RWY 10L | 3200-1                | 356 (400-1)           | 3200-1½<br>356 (400-1½) | 3200-2<br>356 (400-2)  |
| CIRCLING            | 3440-1<br>569 (600-1) | 3440-1<br>569 (600-1) | 3440-1½<br>569 (600-1½) | 3440-2<br>569 (600-2)  |

BOISE AIR TERMINAL (COWEN FIELD) (BOT)

43°34'N-116°13'W

ILS or LOC RWY 10R


NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010

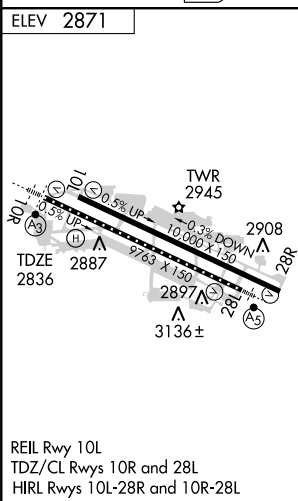
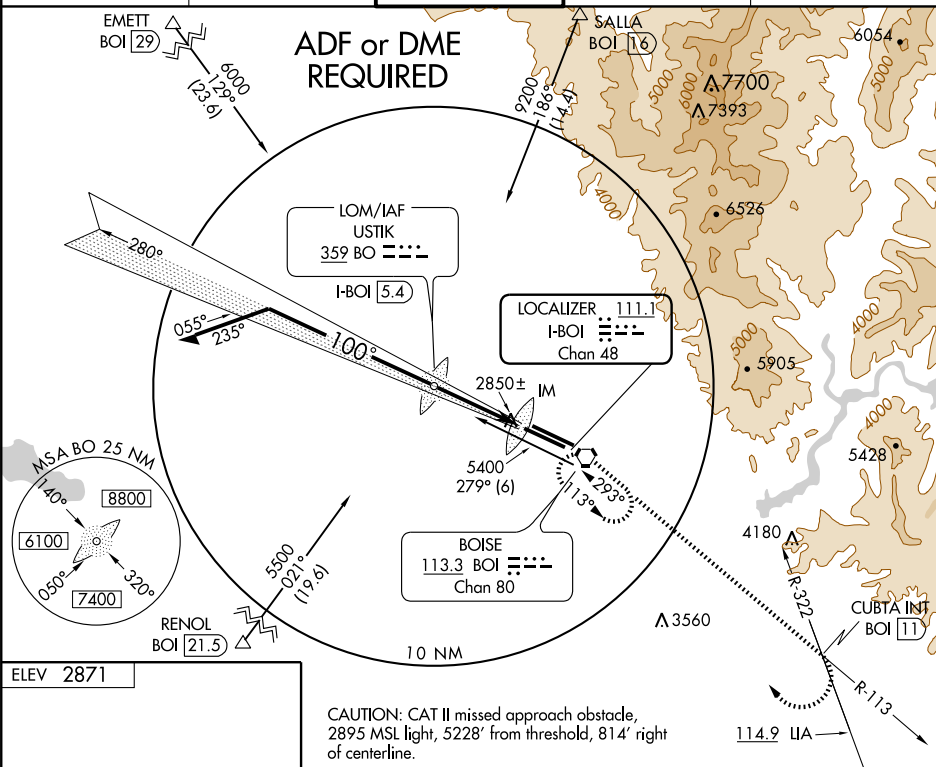
|   |                        |                             |   |
|---|------------------------|-----------------------------|---|
| LOC/DME I-BOI<br><b>111.1</b><br>Chan <b>48</b> | APP CRS<br><b>100°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9763</b><br><b>2836</b><br><b>2871</b> |
|---|------------------------|-----------------------------|---|

## ILS RWY 10R (CAT II)

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

|  |  |  |
|--|--|--|
| <p><b>⚠</b> Circling NA north of Rwy 10L-28R.<br/>Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSPEC approval or LOA for this runway.</p> | <p>SSALR</p> <p> (AS)</p> | <p>MISSED APPROACH: Climb to 6000 via BOI VORTAC R-113 to CUBTA INT/BOI 11 DME, and continue climbing right turn to 6000 direct BOI VORTAC and hold.</p> |
|--|--|--|

|                            |                                     |                                   |                               |                                |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>123.9 290.4</b> | BOISE APP CON<br><b>119.6 269.4</b> | BOISE TOWER<br><b>118.1 257.8</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>125.9 323.2</b> |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|



|                       |   |   |   |   |
|-----------------------|---|---|---|---|
| CATEGORY              | A | B | C | D |
| S-ILS 10R             |   |   |   |   |
| RA 102/12 100 DA 2936 |   |   |   |   |

**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

|   |                        |  |
|---|------------------------|--|
| LOC/DME I-BOI<br><b>111.1</b><br>Chan <b>48</b> | APP CRS<br><b>280°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>9763</b><br><b>2858</b><br><b>2871</b> |
|---|------------------------|--|

## LOC BC RWY 28L

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

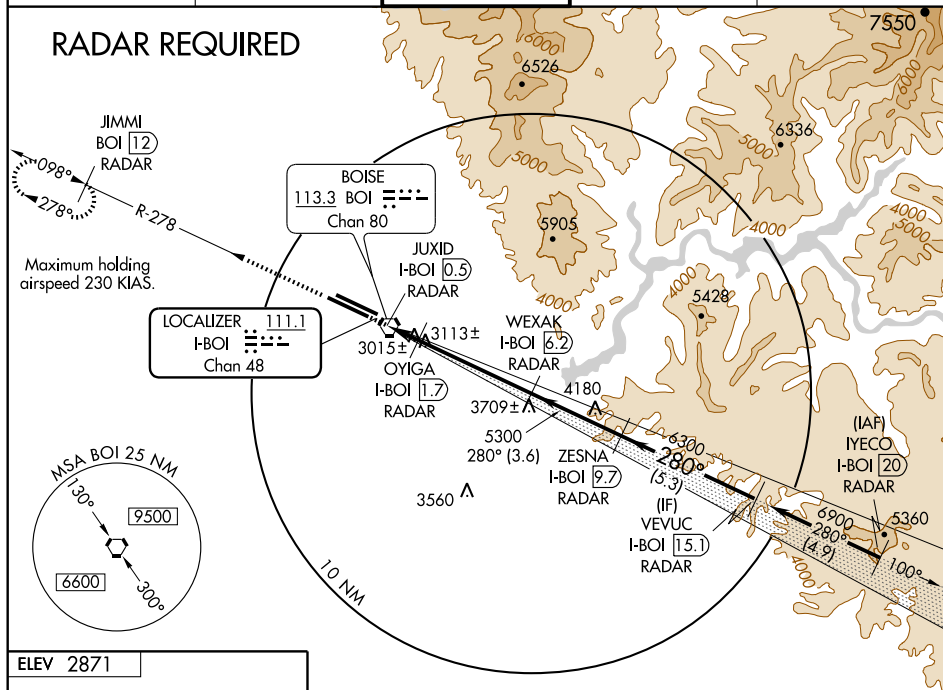
**▼** For inoperative MALS, increase S-28L Cat. E visibility to 1½.  
**▲** Circling NA north of Rwy 10L-28R.  
 DME or RADAR required.



**MISSED APPROACH:** Climb to 4500 via BOI VORTAC R-278 to JIMMI/12 DME/RADAR and hold.

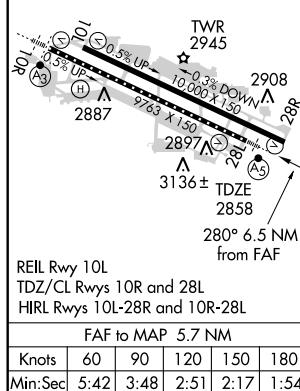
|                            |                                     |                                   |                               |                                |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>123.9 290.4</b> | BOISE APP CON<br><b>119.6 269.4</b> | BOISE TOWER<br><b>118.1 257.8</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>125.9 323.2</b> |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|

## RADAR REQUIRED



ELEV 2871

## BACK COURSE



4500

↑

BOI R-278

JIMMI

BOI 12

RADAR

Use I-BOI DME when on LOC course.

VGSI and descent angles not coincident.

Disregard glideslope indications.

VEVUC

I-BOI 15.1

RADAR

I-BOI DME ANTENNA

JUXID

I-BOI 0.5

RADAR

OYIGA

I-BOI 1.7

RADAR

WEXAK

I-BOI 6.2

RADAR

ZESNA

I-BOI 9.7

RADAR

3.49°

TCH 50

✖

6300

280°

6900

Procedure Turn NA

3640

5300

0.8

1.2 NM

4.5 NM

3.6 NM

5.3 NM

| CATEGORY | A       | B           | C                       | D                     | E                      |
|----------|---------|-------------|-------------------------|-----------------------|------------------------|
| S-28L    | 3300/24 | 442 (500-½) | 3300/40<br>442 (500-¾)  | 3300/50               | 442 (500-1)            |
| CIRCLING | 3440-1  | 569 (600-1) | 3440-1½<br>569 (600-1½) | 3440-2<br>569 (600-2) | 3860-3<br>989 (1000-3) |

BOISE, IDAHO

Amdt 1A 08APR10

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

43°34'N-116°13'W

LOC BC RWY 28L

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010



## NDB RWY 10R

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

|                      |                        |                             |   |
|----------------------|------------------------|-----------------------------|---|
| BO NDB<br><b>359</b> | APP CRS<br><b>102°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9763</b><br><b>2836</b><br><b>2871</b> |
|----------------------|------------------------|-----------------------------|---|

For inoperative MALSR, increase S-10R Cat C visibility to RVR 5000.  
Circling NA north of Rwy 10L-28R.

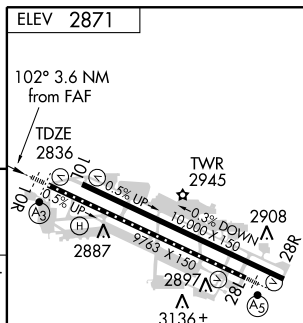
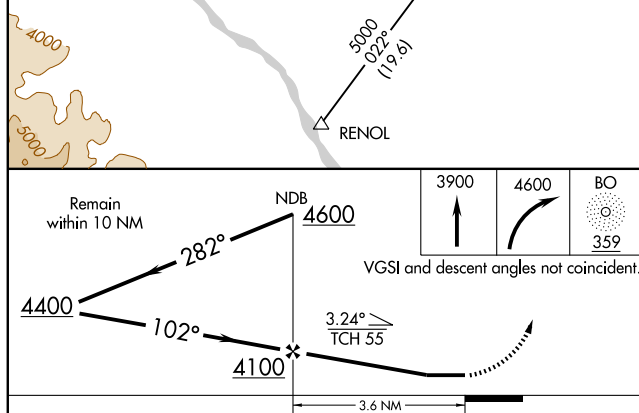
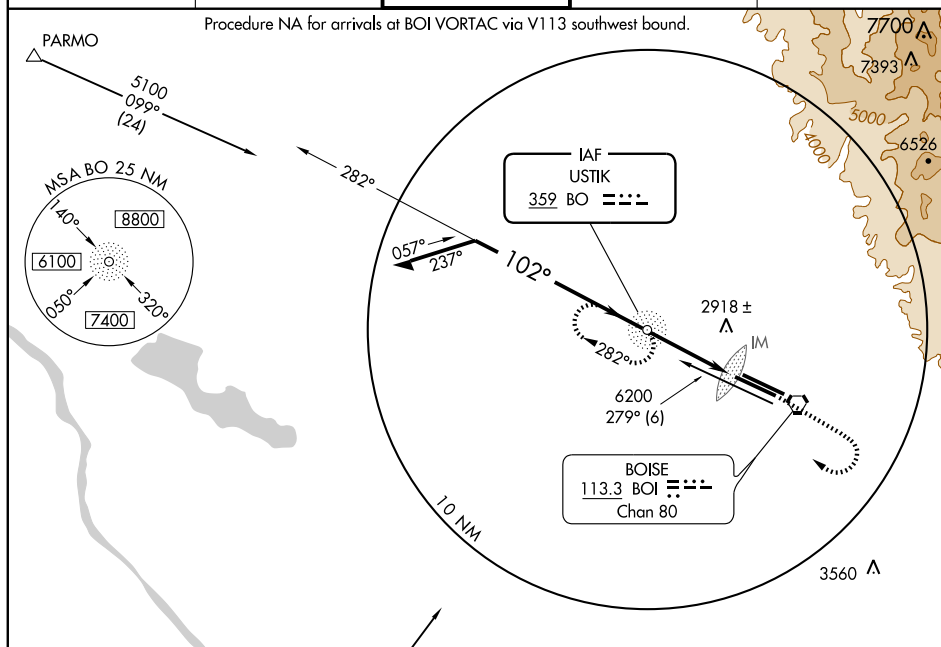
SSALR



MISSED APPROACH: Climb to 3900 then climbing right turn to 4600 direct BO NDB and hold.

|                            |                                     |                                   |                               |                                |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>123.9 290.4</b> | BOISE APP CON<br><b>119.6 269.4</b> | BOISE TOWER<br><b>118.1 257.8</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>125.9 323.2</b> |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|

Procedure NA for arrivals at BOI VORTAC via V113 southwest bound.



| CATEGORY | A                     | B                     | C                       | D                      |
|----------|-----------------------|-----------------------|-------------------------|------------------------|
| S-10R    | 3220/40               | 384 (400-¾)           |                         | 3220/50<br>384 (400-1) |
| CIRCLING | 3300-1<br>429 (500-1) | 3340-1<br>469 (500-1) | 3340-1½<br>469 (500-1½) | 3440-2<br>569 (600-2)  |

|  |      |      |      |      |      |
|--|------|------|------|------|------|
| REIL Rwy 10L<br>TDZ/CL Rws 10R and 28L<br>HIRL Rws 10L-28R and 10R-28L |      |      |      |      |      |
| FAF to MAP 3.6 NM  |      |      |      |      |      |
| Knots  | 60   | 90   | 120  | 150  | 180  |
| Min:Sec  | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>78102</b><br><b>W10A</b> | APP CRS<br><b>100°</b> | Rwy Idg <b>10000</b><br>TDZE <b>2844</b><br>Apt Elev <b>2871</b> |
|--|------------------------|--|

RNAV (GPS) Y RWY 10L  
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (108°F).  
Circling NA north of Rwy 10L and 28R. DME/DME RNP- 0.3 NA.  
Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 7200 direct JARID and via track 115° to CANEK and hold.

ATIS  
123.9 290.4

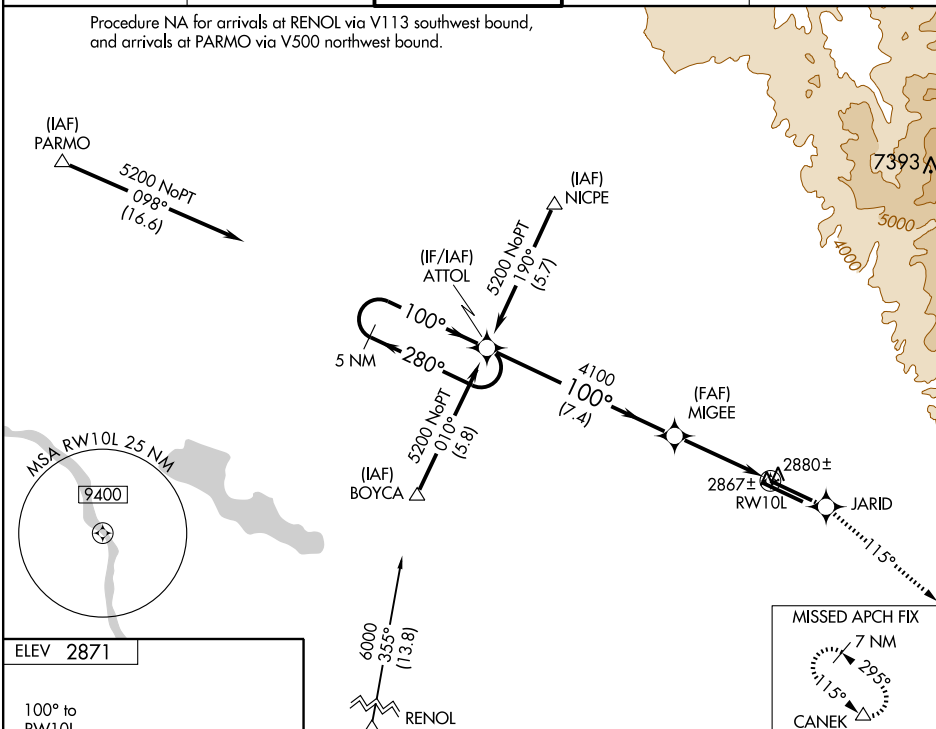
BOISE APP CON  
119.6 269.4

BOISE TOWER  
118.1 257.8

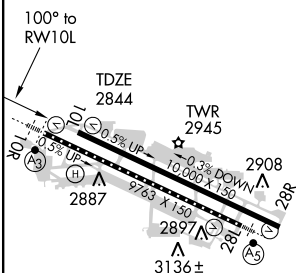
GND CON  
121.7 348.6

CLNC DEL  
**125.9 323.2**

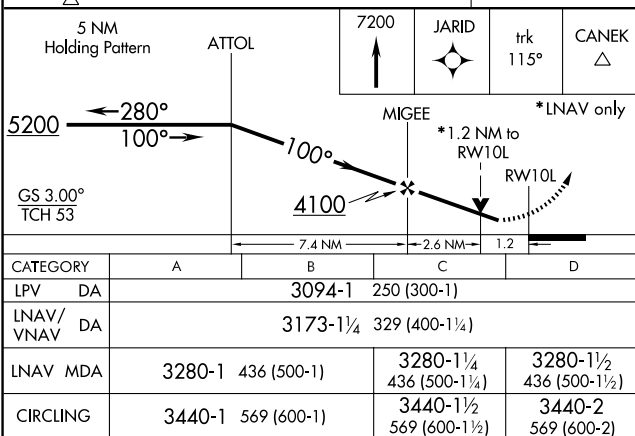
Procedure NA for arrivals at RENOL via V113 southwest bound, and arrivals at PARMO via V500 northwest bound.



ELEV 2871



REIL Rwy 10L  
TDZ/CL Rwy 10R and 28L  
HIRL Rwy 10L-28R and 10R-28L

BOISE, IDAHO  
Amdt 2A 10042

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

43°34'N-116°13'W

RNAV (GPS) Y RWY 10L

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>40203</b><br><b>W10B</b> | APP CRS<br><b>100°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9763</b><br><b>2836</b><br><b>2871</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) Y RWY 10R

## BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

- ▼ For inoperative SSALR, increase LNAV Cat. D visibility to RVR 6000.  
 ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (107°F).  
 Circling NA north of Rwy 10L and 28R.  
 DME/DME RNP-0.3 NA.

SSALR

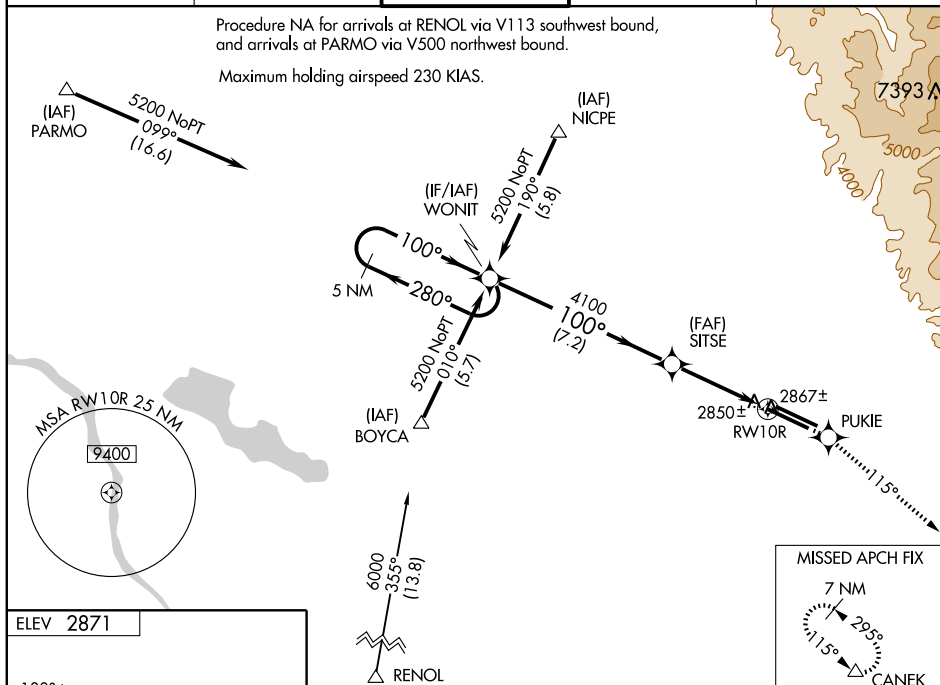


MISSED APPROACH: Climb to 7200  
 direct PUKIE and via track 115° to  
 CANEK and hold.

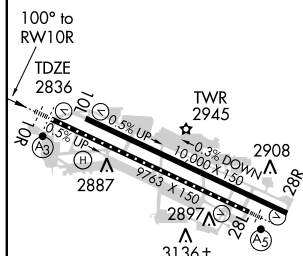
|                            |                                     |                                   |                               |                                |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>123.9 290.4</b> | BOISE APP CON<br><b>119.6 269.4</b> | BOISE TOWER<br><b>118.1 257.8</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>125.9 323.2</b> |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|

Procedure NA for arrivals at RENOL via V113 southwest bound,  
 and arrivals at PARMO via V500 northwest bound.

Maximum holding airspeed 230 KIAS.



ELEV 2871



VGSI and RNAV glidepath not coincident.

5 NM  
Holding Pattern

5200

280°

100°

100°

4100

7.2 NM

2.7 NM

1.1

CATEGORY

LPV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

3440-1

569 (600-1)

3240/24

404 (400-1/2)

3440-1 1/2

569 (600-1 1/2)

3240/40

404 (400-3/4)

3240/50

404 (400-1)

3440-2

569 (600-2)

3860-3

989 (1000-3)

7200

PUKIE

trk 115°

CANEK

SITSE

\*1.1 NM to RWY 10R

\*LNAV only

RWY 10R

7.2 NM

2.7 NM

1.1

CATEGORY

LPV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

3440-1

569 (600-1)

3240/24

404 (400-1/2)

3440-1 1/2

569 (600-1 1/2)

3240/40

404 (400-3/4)

3240/50

404 (400-1)

3440-2

569 (600-2)

3860-3

989 (1000-3)

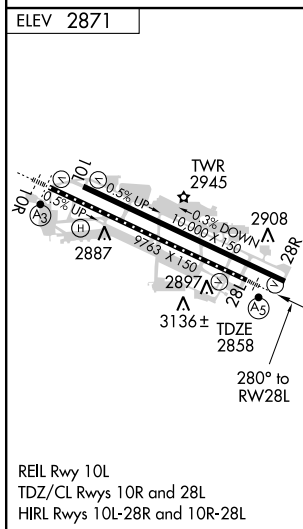
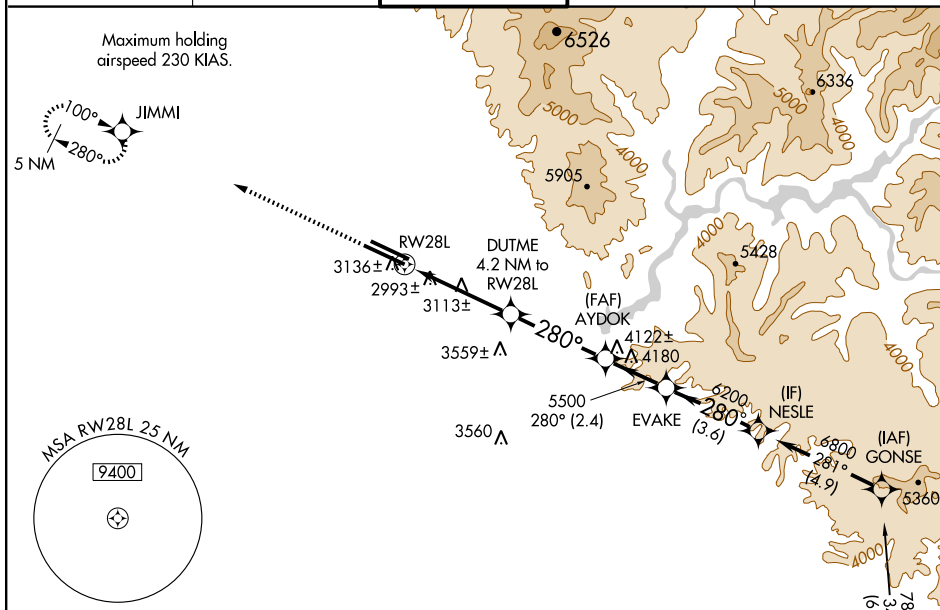
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>77702</b><br><b>W28A</b> | APP CRS<br><b>280°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9763</b><br><b>2858</b><br><b>2871</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) Y RWY 28L

## BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

|   |              |  |
|---|--------------|--|
| <p><b>▼</b> Circling NA north of Rwy 10L-28R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA.</p> <p><b>▲</b> For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV Cat E to 1½, and LNAV Cat E to 2¼.</p> | <p>MALSR</p> | <p>MISSED APPROACH: Climb to 6000 direct JIMMI and hold, continue climb-in-hold to 6000.</p> |
|---|--------------|--|

|                            |                                     |                                   |                               |                                |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>123.9 290.4</b> | BOISE APP CON<br><b>119.6 269.4</b> | BOISE TOWER<br><b>118.1 257.8</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>125.9 323.2</b> |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|



|              |  |  |             |             |             |                   |
|--------------|--|--|-------------|-------------|-------------|-------------------|
| ELEV 2871    |  | Procedure NA for arrivals at CANEK via V4-253-330 southeast bound. |             |             |             |                   |
| 6000         |  | JIMMI  |             |             |             |                   |
| *LNAV only   |  | DUTME 4.2 NM to RWY 28L  |             |             |             |                   |
| RWY 28L      |  | AYDOK  | EVAKE       | NESLE       | 6800        |                   |
| 1.8 NM       |  | 2.4 NM   | 3.8 NM      | 2.4 NM      | 3.6 NM      | Procedure Turn NA |
| CATEGORY     |  | A  | B           | C           | D           | E                 |
| LPV DA       |  | 3183/24 325 (400-½)  |             |             |             |                   |
| LNAV/VNAV DA |  | 3274/50 416 (500-1)  |             |             |             |                   |
| LNAV MDA     |  | 3480/24  | 622 (700-½) | 3480/60     | 3480-1½     | 3480-1¾           |
| CIRCLING     |  | 3480-1   | 609 (700-1) | 3480-1¾     | 3480-2      | 3860-3            |
|              |  |  |             | 609 (700-¾) | 609 (700-2) | 989 (1000-3)      |

|  |                        |   |  |
|--|------------------------|---|--|
| WAAS<br>CH <b>65803</b><br><b>W28B</b> | APP CRS<br><b>280°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>2871</b> | <b>10000</b><br><b>2871</b><br><b>2871</b> |
|--|------------------------|---|--|

## RNAV (GPS) Y RWY 28R

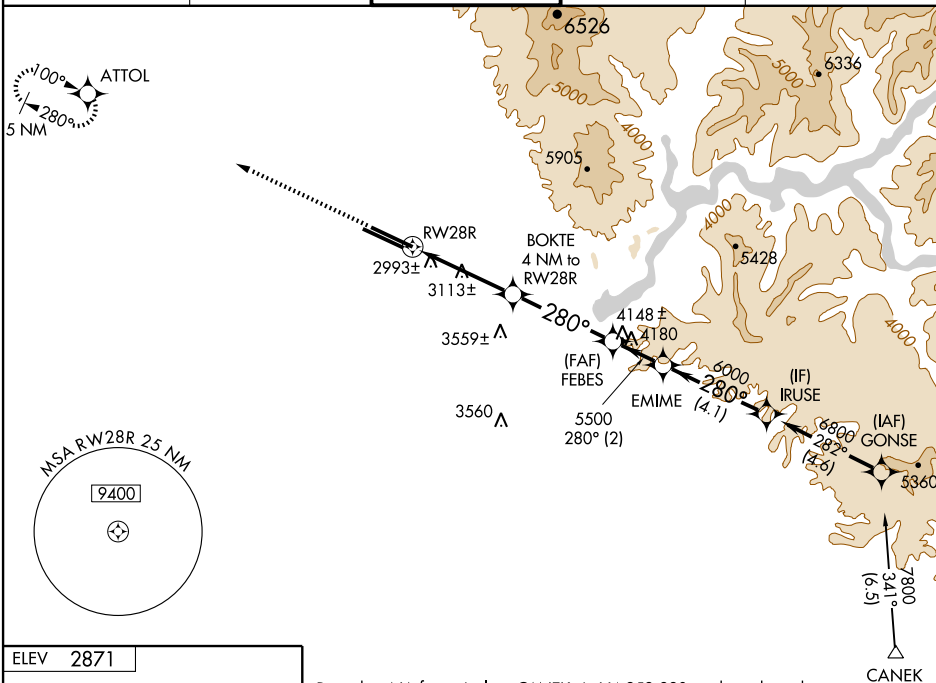
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F).  
DME/DME RNP-0.3 NA. Circling NA north of Rwy 10L-28R.

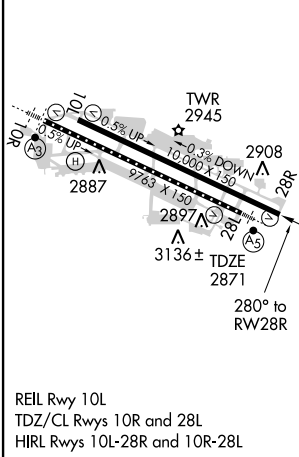
MISSED APPROACH: Climb to 6000 direct ATTOL and hold, continue climb-in-hold to 6000.




|                            |                                     |                                   |                               |                                |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>123.9 290.4</b> | BOISE APP CON<br><b>119.6 269.4</b> | BOISE TOWER<br><b>118.1 257.8</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>125.9 323.2</b> |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|



ELEV 2871

Procedure NA for arrivals at CANEK via V4-253-330 southeast bound.



|   |  |  |  |                         |  |
|---|--|--|--|-------------------------|--|
| 6000  |  | ATTOL  |  | IRUSE                   |  |
|   |  |  |  |                         |  |
| *LNAV only  |  | BOKTE<br>4 NM to RW28R   |  | EMIME                   |  |
| RW28R   |  | *1.9 NM to RW28R   |  | FEBES                   |  |
|  |  | 4200*  |  | 5500                    |  |
| 1.9 NM  |  | 2.1 NM   |  | 3.9 NM                  |  |
| CATEGORY  |  | A  |  | B                       |  |
| LPV DA  |  | 3147/50  |  | 276 (300-1)             |  |
| LNAV/VNAV DA  |  | 3271-1½  |  | 400 (400-1½)            |  |
| LNAV MDA  |  | 3520/50 649 (700-1)  |  | 3520-1¾<br>649 (700-1¾) |  |
| CIRCLING  |  | 3520-1 649 (700-1)   |  | 3520-1¾<br>649 (700-1¾) |  |

BOISE, IDAHO

Amdt 3 10042

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

## RNAV (GPS) Y RWY 28R

43°34'N - 116°13'W

APP CRS **100°**  
Rwy Idg **10000**  
TDZE **2844**  
Apt Elev **2871**

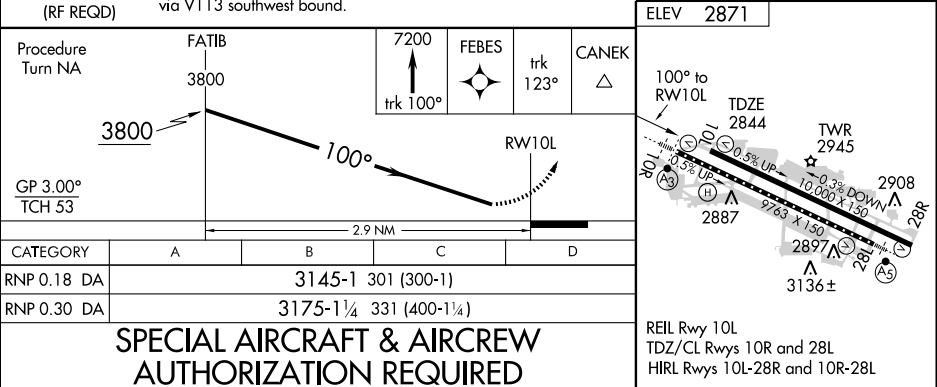
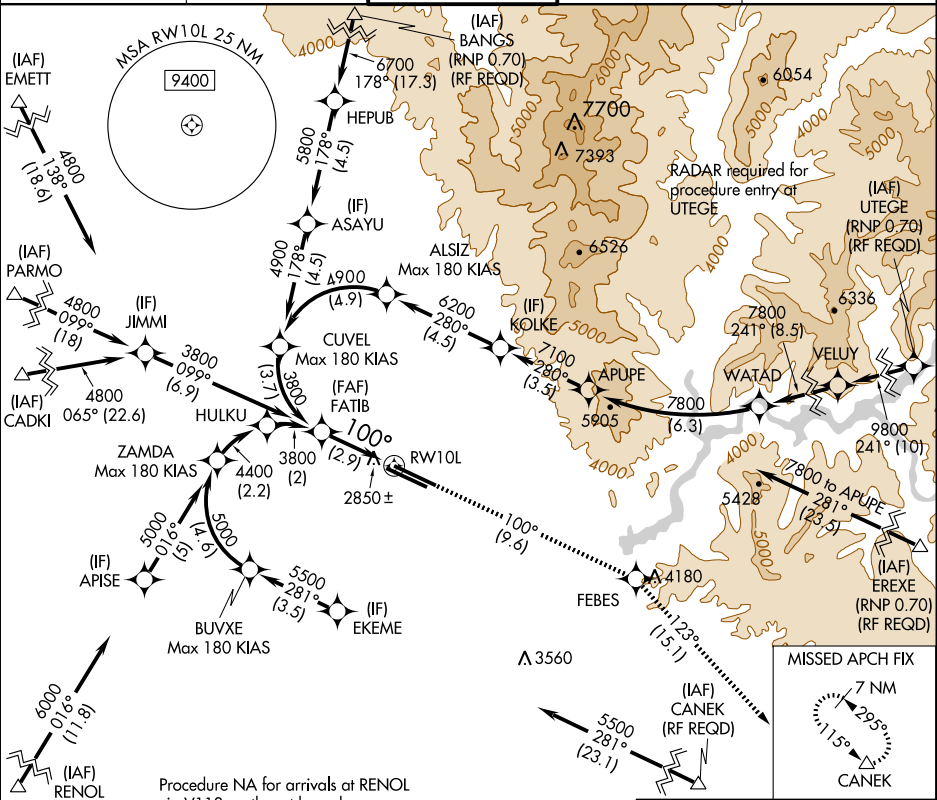
# RNAV (RNP) Z RWY 10L

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 41°C (107°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 7200 via track 100° to FEBES and via track 123° to CANEK and hold.

| ATIS        | BOISE APP CON | BOISE TOWER | GND CON     | CLNC DEL    |
|-------------|---------------|-------------|-------------|-------------|
| 123.9 290.4 | 119.6 269.4   | 118.1 257.8 | 121.7 348.6 | 125.9 323.2 |



APP CRS **100°**  
Rwy Idg **9763**  
TDZE **2836**  
Apt Elev **2871**

# RNAV (RNP) Z RWY 10R

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 42°C (107°F). For inoperative SSALR increase RNP 0.15 and RNP 0.30 visibility all Cats to RVR 5000.

SSALR  
A3

MISSED APPROACH: Climb to 7200 via track 100° to AYDOK and via track 122° to CANEK and hold.

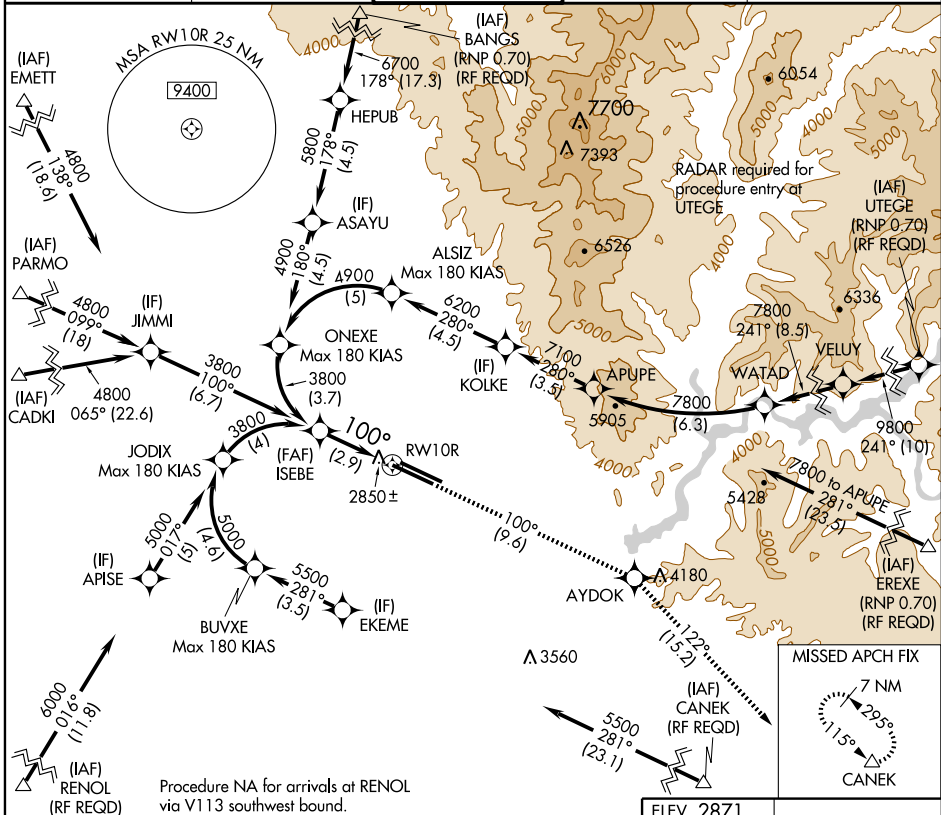
ATIS  
**123.9 290.4**

BOISE APP CON  
**119.6 269.4**

BOISE TOWER  
**118.1 257.8**

GND CON  
**121.7 348.6**

CLNC DEL  
**125.9 323.2**



Procedure  
Turn NA

ISEBE

7200

AYDOK

trk 122°

CANEK

3800

3800

100°

RW10R

VGSI and RNAV glidepath not coincident.

GP 3.00°  
TCH 58

CATEGORY

A

B

C

D

RNP 0.15 DA

3115/24 279 (300-1/2)

RNP 0.30 DA

3151/40 315 (300-3/4)

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 2871

100° to RW10R

10R

10R

10R

10R

10R

10R

10R

10R

10R

10R

10R

10R

10R

10R

10R

10R

10R

10R

TWR 2945

2908

2897

2887

2871

2861

2851

2841

2831

2821

2811

2801

2791

2781

2771

2761

2751



|                        |                                |             |
|------------------------|--------------------------------|-------------|
| APP CRS<br><b>280°</b> | Rwy ldg<br>TDZE<br><b>2858</b> | <b>9763</b> |
|                        | Apt Elev<br><b>2871</b>        |             |

# RNAV (RNP) Z RWY 28L

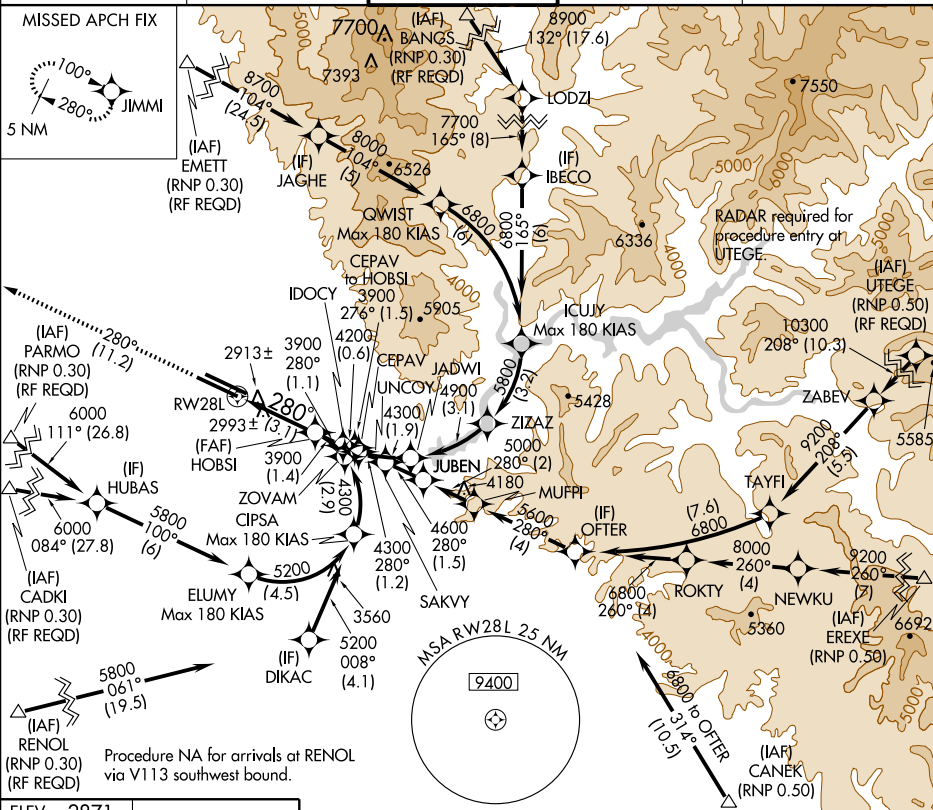
## BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

**GPS required.** For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 42°C (107°F). For inoperative MALSRR increase RNP 0.15 and RNP 0.25 visibility to RVR 6000, and RNP 0.30 to 1½.

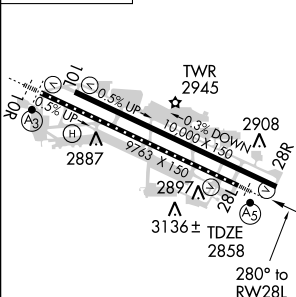


**MISSED APPROACH:** Climb to 6000 via track 280° to JIMMI and hold, continue climb-in-hold to 6000.

|                            |                                     |                                   |                               |                                |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>123.9 290.4</b> | BOISE APP CON<br><b>119.6 269.4</b> | BOISE TOWER<br><b>118.1 257.8</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>125.9 323.2</b> |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|



ELEV **2871**



REIL Rwy 10L  
TDZ/CL Rwy 10R and 28L  
HIRL Rwy 10L-28R and 10R-28L

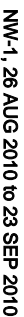
|             |                      |  |  |  |
|-------------|----------------------|--|--|--|
| CATEGORY    | A                    |  |  |  |
|             | B                    |  |  |  |
|             | C                    |  |  |  |
|             | D                    |  |  |  |
| RNP 0.15 DA | 3228/40 370 (400-¾)  |  |  |  |
| RNP 0.25 DA | 3250/50 392 (400-1)  |  |  |  |
| RNP 0.30 DA | 3315/60 457 (500-1½) |  |  |  |

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



RNAV (RNP) Z RWY 28R  
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

**MISSED APPROACH:** Climb to 6000 via track 280° to ATTOL and hold, continue climb-in-hold to 6000.

CLNC DEL  
**125.9 323.2**



NW-1. 26 AUG 2010 to 23 SEP 2010

|  |  |  |  |               |  |                      |  |
|--|--|--|--|---------------|--|----------------------|--|
| 6000<br>↑<br>trk 280°  |  | ATTOL<br> |  | HAPNU<br>3900 |  | Procedure<br>Turn NA |  |
| RW28R<br> |  | 280°   |  | 3900          |  | GP 3.00°<br>TCH 52   |  |
| CATEGORY   |  | A  |  | B             |  | C                    |  |
| RNP 0.15 DA  |  | 3204/60  |  | 333 (400-1¼)  |  |                      |  |
| RNP 0.30 DA  |  | 3304-1½  |  | 433 (500-1½)  |  |                      |  |
| SPECIAL AIRCRAFT & AIRCREW<br>AUTHORIZATION REQUIRED   |  |  |  |               |  |                      |  |

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

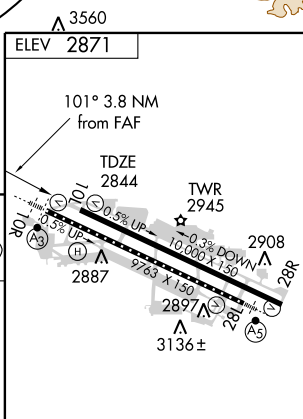
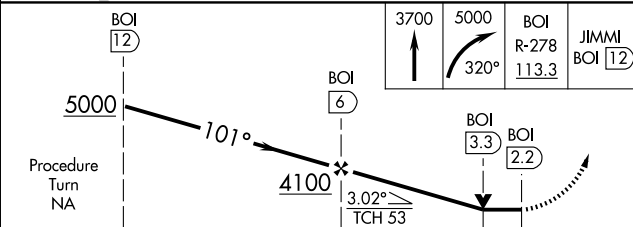
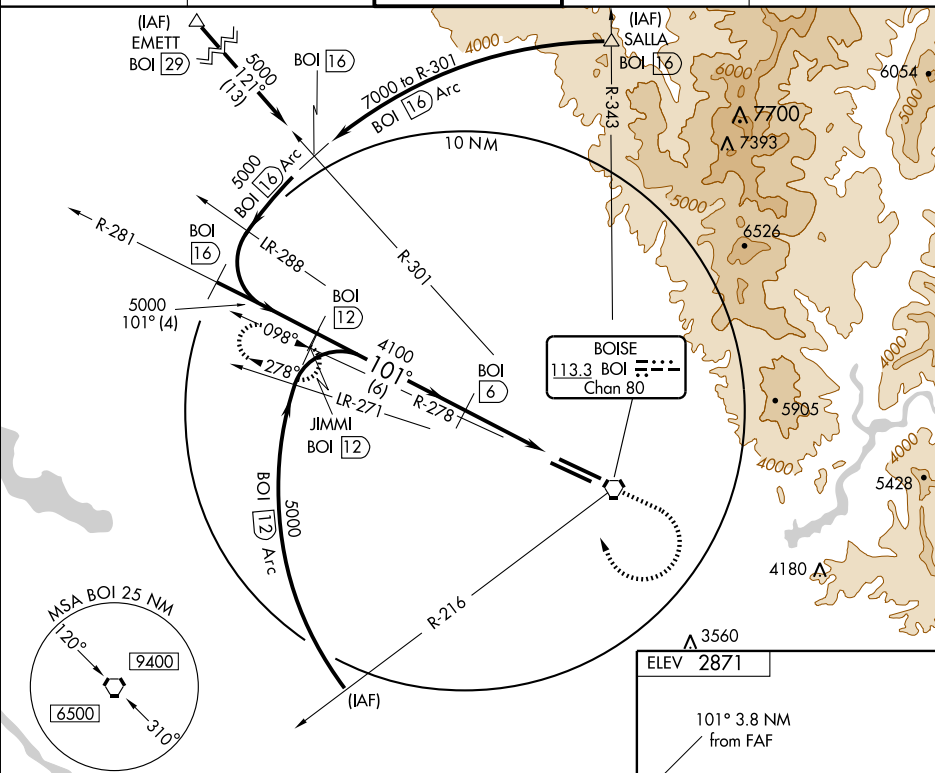
43°34'N-116°13'W

RNAV (RNP) Z RWY 28R

VOR/DME or TACAN RWY 10L  
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

**MISSED APPROACH:** Climb to 3700 then climbing right turn to 5000 via heading 320° and BOI R-278 to JIMMI INT and hold.

CLNC DEL  
**125.9 323.2**



REIL Rwy 10L  
TDZ/CL Rwy 10R and 28L  
HIRL Rwy 10L-28R and 10R-28L

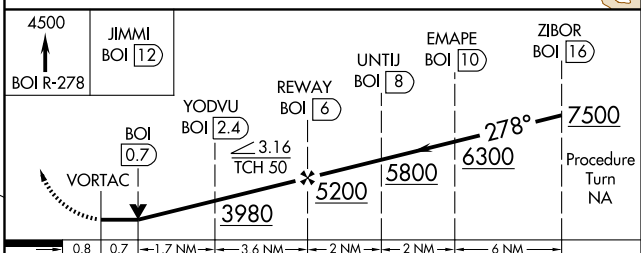
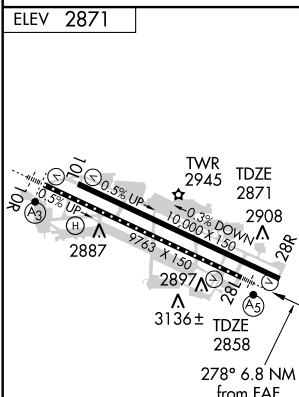
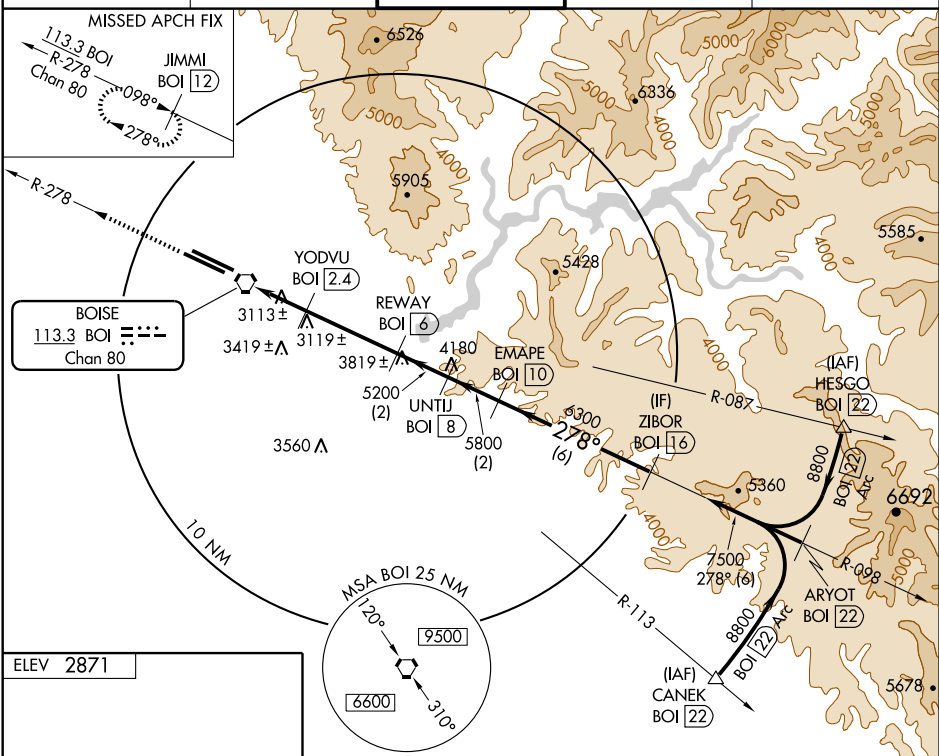
|  |                        |                                 |   |                                 |  |
|--|------------------------|---------------------------------|---|---------------------------------|--|
| VORTAC BOI<br><b>113.3</b><br>Chan <b>80</b> | APP CRS<br><b>278°</b> | Rwy Idg 28L<br>TDZE<br>Apt Elev | <b>9763</b><br><b>2858</b><br><b>2871</b> | Rwy Idg 28R<br>TDZE<br>Apt Elev | <b>10000</b><br><b>2871</b><br><b>2871</b> |
|--|------------------------|---------------------------------|---|---------------------------------|--|

# VOR/DME or TACAN RWY 28L

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

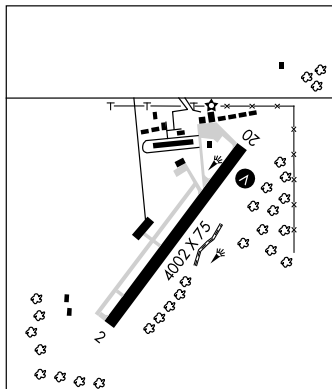
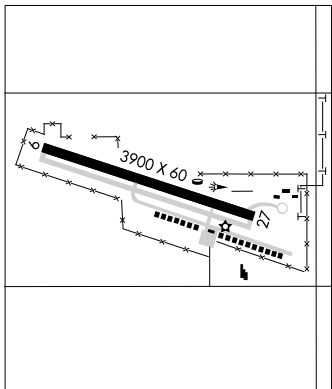
|          |   |                               |  |
|----------|---|-------------------------------|--|
| <b>A</b> | Circling NA north of Rwy 10L-28R.<br>For inoperative MALS R increase S-28L Cat E visibility ½ mile. | MALSR<br>Rwy 28L<br><b>A5</b> | MISSED APPROACH: Climb to 4500 via BOI<br>VORTAC R-278 to JIMMI/12 DME and hold. |
|          |   |                               |  |

|                            |                                     |                                   |                               |                                |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|
| ATIS<br><b>123.9 290.4</b> | BOISE APP CON<br><b>119.6 269.4</b> | BOISE TOWER<br><b>118.1 257.8</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>125.9 323.2</b> |
|----------------------------|-------------------------------------|-----------------------------------|-------------------------------|--------------------------------|



| CATEGORY         | A                    | B                    | C                    | D                    | E                    |
|------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| S-28L            | 3380/24 522 (600-½)  | 3380/50 522 (600-1)  | 3380/60 522 (600-1¼) | 3380/60 522 (600-1¼) | 3380/60 522 (600-1¼) |
| SIDESTEP RWY 28R | 3380/60 509 (600-1¼) | 3380-1¾ 509 (600-1¾) | 3380-2¼ 509 (600-2¼) | 3380-2¼ 509 (600-2¼) | 3380-2¼ 509 (600-2¼) |
| CIRCLING         | 3440-1 569 (600-1)   | 3440-1½ 569 (600-1½) | 3440-2 569 (600-2)   | 3440-2 569 (600-2)   | 3820-3 949 (1000-3)  |



**BONNERS FERRY****BOUNDARY CO** (65S) 2 NE UTC-8(-7DT) N48°43.56' W116°17.71'**GREAT FALLS**2337 B S3 **FUEL** 100LL, JET A NOTAM FILE BOI**L-13B****RWY 02-20:** H4002X75 (ASPH) S-25 MIRL**IAP****RWY 20:** VASI(V2L)—GA 4.0° TCH 31'. Road.**AIRPORT REMARKS:** Attended Mon-Sat 1600-0100Z†, Sun 1600-2100Z†. ACTIVATE MIRL Rwy 02-20, VASI Rwy 20—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 123.0**SEATTLE CENTER APP/DEP CON** 123.95**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLP.**MULLAN PASS (H) VORW/DME** 117.8 MLP Chan 125 47°27.42' W115°38.76' 321° 80.5 NM to fld. 6100/20E. **HIWAS.****BOUNDARY CO** (See BONNERS FERRY)**BROOKS SPB** (See COEUR D'ALENE)**BRUCE MEADOWS** (See STANLEY)**BUHL MUNI** (UØ3) 2 W UTC-7(-6DT) N42°35.49' W114°47.80'**SALT LAKE CITY**3660 B S4 **FUEL** 100LL, MOGAS NOTAM FILE BOI**L-11C****RWY 09-27:** H3900X60 (ASPH) S-12.5 LIRL**RWY 09:** P-line. **RWY 27:** Hill.**AIRPORT REMARKS:** Attended Tue-Sat 1530-0000Z†. Phone 208-543-8539 for svc when arpt unattended. Limit acft on Twy B and Twy C to 50' wingspan. ACTIVATE LIRL Rwy 09-27—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE TWF.**TWIN FALLS (L) VORTACW** 115.8 TWF Chan 105 N42°28.79' W114°29.37' 278° 15.2 NM to fld. 4140/18E.**BURLEY** N42°34.82' W113°51.95' NOTAM FILE BYI.**SALT LAKE CITY****(L) VORW/DME** 114.1 BYI Chan 88 100° 4.8 NM to Burley Muni. 4230/18E.**H-3C, L-11C****VOR/DME** unusable

120°-150° byd 30 NM blo 15,000'

210°-230° byd 29 NM blo 11,000'

210°-230° byd 10 NM blo 7,000'

210°-230° byd 34 NM blo 13,000'

210°-230° byd 23 NM blo 8,800'

(KARPS1.KARPS) 10210

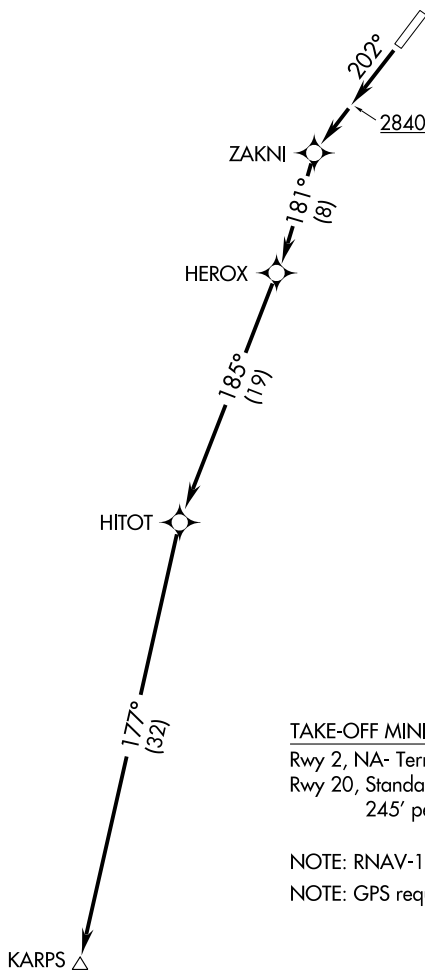
SL-9976 (FAA)

BONNERS FERRY/ BOUNDARY COUNTY (65S)

# KARPS ONE DEPARTURE (RNAV) (OBSTACLE)

BONNERS FERRY, IDAHO

SEATTLE CENTER  
123.95 290.55  
CTAF  
123.0



## TAKE-OFF MINIMUMS

Rwy 2, NA- Terrain.

Rwy 20, Standard with minimum climb of 245' per NM to 5500.

NOTE: RNAV-1.

NOTE: GPS required.

## TAKE-OFF OBSTACLES

Rwy 20: Trees beginning 741' from DER, 129' left of centerline, up to 70' AGL/2417' MSL.

Trees, cranes, bldg and terrain beginning 138' from DER, 1' right of centerline, up to 77' AGL/2418' MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 20: Climb heading 202° to 2840' then direct ZAKNI, then on depicted route to KARPS, cross KARPS at or above MEA for assigned route of flight.

KARPS ONE DEPARTURE (RNAV) (OBSTACLE)

(KARPS1.KARPS) 10210

BONNERS FERRY, IDAHO

BONNERS FERRY/ BOUNDARY COUNTY (65S)

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

APP CRS  
**008°**

Rwy Idg **4002**  
TDZE **2330**  
Apt Elev **2337**

# RNAV (GPS) RWY 2

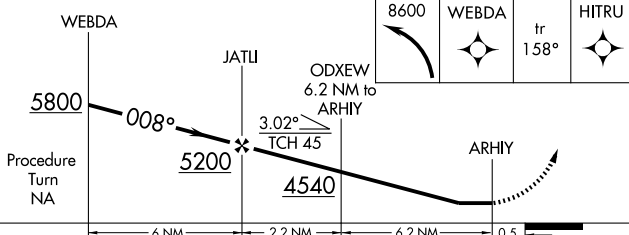
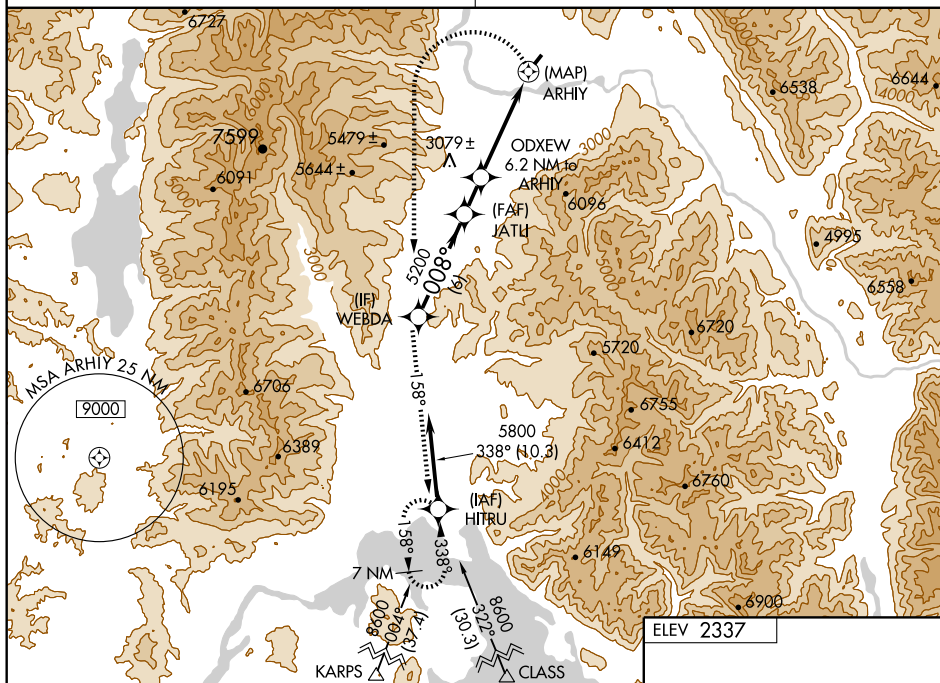
BONNERS FERRY/ BOUNDARY COUNTY (65S)

**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**A** NA Obtain local altimeter setting on CTAF; when not received, procedure NA.  
\*Missed approach requires minimum climb of 400 feet per NM to 6600.  
\*\*Missed approach requires minimum climb of 300 feet per NM to 6400.

**MISSED APPROACH:** Climbing left turn to 8600 direct WEBDA and on track 158° to HITRU and hold, continue climb-in-hold to 8600. When authorized by ATC, continue climb-in-hold to MEA for route of flight.

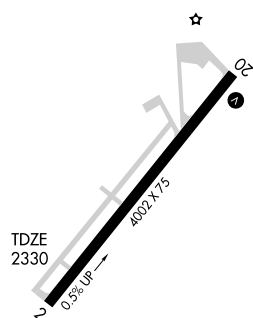
SEATTLE CENTER  
**123.95 290.55**

UNICOM  
**123.0 (CTAF)**



| CATEGORY   | A                            | B                            | C                    | D  |
|------------|------------------------------|------------------------------|----------------------|----|
| LNAV MDA*  | 3260-1 $\frac{1}{4}$         | 930 (1000-1 $\frac{1}{4}$ )  | 3260-2 $\frac{3}{4}$ | NA |
| LNAV MDA** | 3880-1 $\frac{1}{4}$         | 3880-1 $\frac{1}{2}$         | 3880-3               | NA |
| LNAV MDA   | 4480-1 $\frac{1}{4}$         | 4480-1 $\frac{1}{2}$         | 4480-3               | NA |
| CIRCLING   | 4480-1 $\frac{1}{4}$         | 4480-1 $\frac{1}{2}$         | 4480-3               | NA |
|            | 2143 (2200-1 $\frac{1}{4}$ ) | 2143 (2200-1 $\frac{1}{2}$ ) | 2143 (2200-3)        |    |

ELEV 2337



TDZE  
2330

MIRL Rwy 2-20

BONNERS FERRY, IDAHO

Orig 29JUL10

BONNERS FERRY/ BOUNDARY COUNTY (65S)

48°44'N-116°18'W

# RNAV (GPS) RWY 2

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010



**BURLEY MUNI** (BYI) 1 NE UTC-7(-6DT) N42°32.56' W113°46.29'

4150 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE BYI

RWY 02-20: H4094X80 (ASPH) S-43, D-60 MIRL 0.3% up SW

RWY 02: VASI(V4L)—GA 3.5° TCH 40'. Thld dsplcd 620'. Road.

RWY 20: REIL. VASI(V2R)—GA 3.0° TCH 24'. Thld dsplcd 300'. Trees.

RWY 06-24: H4067X75 (ASPH) S-23 MIRL

RWY 06: Thld dsplcd 410'. Railroad.

RWY 24: VASI(V2R)—GA 3.0° TCH 47'. Poles.

**AIRPORT REMARKS:** Attended May-Oct 1500-0000Z†, Nov-Apr Mon-Fri

1500-0000Z†, Nov-Apr Sat 1500-1900Z†. Birds in vicinity of all rwys, especially apch end Rwy 20 and apch end Rwy 24.

Agricultural activity on and in/ov all rwys Apr-Oct. Marked helipad on ramp in front of FBO building. ACTIVATE MIRL Rwy 02-20 and Rwy 06-24—CTAF. VASI Rwy 02, Rwy 20 and Rwy 24 opr continuously.

**WEATHER DATA SOURCES:** ASOS 135.575 (208) 677-3604.**COMMUNICATIONS:** CTAF 122.9

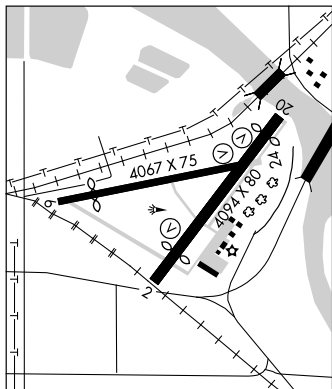
CONNERS RCO 122.05 (BOISE RADIO)

TWIN FALLS APP/DEP CON 126.7 (1300-0400Z†)

SALT LAKE CENTER APP/DEP CON 118.05 (0400-1300Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BYI.

(L) VORW/DME 114.1 BYI Chan 88 N42°34.82' W113°51.95' 100° 4.8 NM to fld. 4230/18E.



SALT LAKE CITY

L-11C

IAP

**CABIN CREEK USFS** (See BIG CREEK RANGER STATION)**CALDWELL INDUSTRIAL** (EUL) 3 SE UTC-7(-6DT) N43°38.51' W116°38.15'

2432 B S4 FUEL 100LL, JET A NOTAM FILE EUL

RWY 12-30: H5500X100 (ASPH) S-72, D-86, 2S-109 MIRL

RWY 12: PAPI(P4L)—GA 3.0° TCH 42'. Road.

RWY 30: PAPI(P4L)—GA 3.0° TCH 45'. Rgt tfc.

**AIRPORT REMARKS:** Attended Mar-Oct 1500-0200Z†, Nov-Feb

1500-0000Z†. Parachute Jumping. + 363' radio tower located 1.4 miles north of arpt. PAPI Rwy 12 and Rwy 30 opr continuously.

MIRL Rwy 12-30 ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 135.075 (208) 454-3953.**COMMUNICATIONS:** CTAF/UNICOM 122.7

SQUAW BUTTE RCO 122.45 (BOISE RADIO)

® BOISE APP/DEP CON 119.6

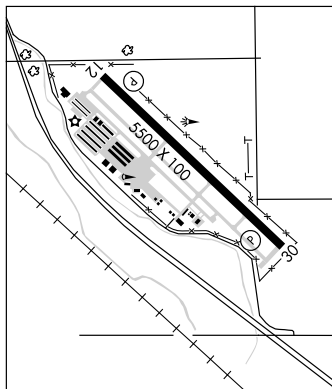
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.

BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17'

W116°11.53' 269° 20.1 NM to fld. 2876/17E.

MERIDIAN NDB (MHW) 238 MPA N43°36.20' W116°32.34'

283° 4.8 NM to fld.



SALT LAKE CITY

H-1C, L-11B

IAP

**CAMAS CO** (See FAIRFIELD)**CAREY** (U65) 0 E UTC-7(-6DT) N43°18.53' W113°56.16'

4783 NOTAM FILE BOI

RWY 07-25: 2650X170 (TURF)

RWY 07: Fence.

RWY 25: Fence.

**AIRPORT REMARKS:** Unattended. Recommend land Rwy 25, txf Rwy 07 when wind conditions permit. Be alert for sprinklers on rwy. Rwy 07-25 edges and thlds marked with concrete markers.**COMMUNICATIONS:** CTAF 122.9

SALT LAKE CITY

APP CRS **200°**  
 Rwy Idg **3794**  
 TDZE **4149**  
 Apt Elev **4150**

# RNAV (GPS) RWY 20

BURLEY MUNI (BYI)

**NA** If local altimeter setting not received, use Joslin Field-Magic Valley Rgnl altimeter setting and increase all MDAs by 80 feet.  
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

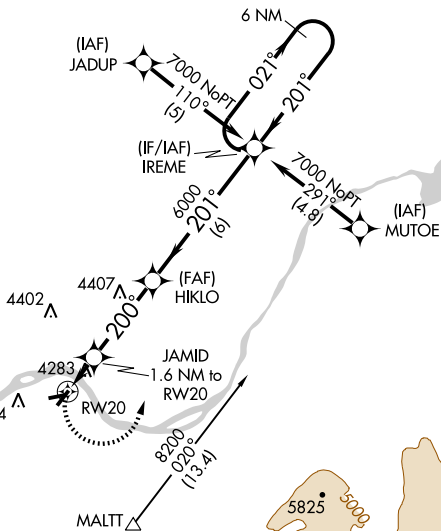
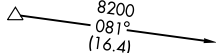
MISSED APPROACH: Climbing left turn to 7000 direct IREME WP and hold.

ASOS  
**135.575**

TWIN FALLS APP CON\*  
**126.7 353.75**

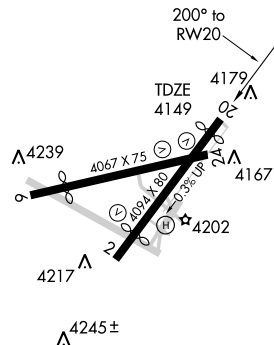
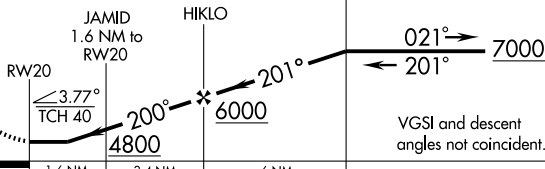
CTAF  
**122.9 0**

SHONE



Λ 4930±

ELEV 4150



REIL Rwy 20  
 MIRL Rwy 2-20 and 6-24 0

| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LNAV MDA | 4560-1 | 411 (500-1) | 4560-1½<br>411 (500-1½) | NA |
| CIRCLING | 4660-1 | 510 (600-1) | 4660-1½<br>510 (600-1½) | NA |

|   |                        |  |
|---|------------------------|--|
| VOR/DME BYI<br><b>114.1</b><br>Chan <b>88</b> | APP CRS<br><b>100°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>4150</b> |
|---|------------------------|--|

**VOR-A**  
BURLEY MUNI (BYI)



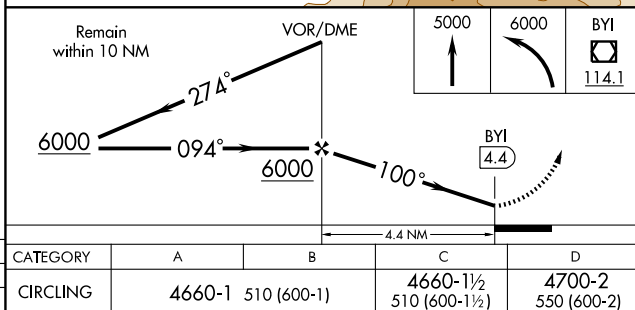
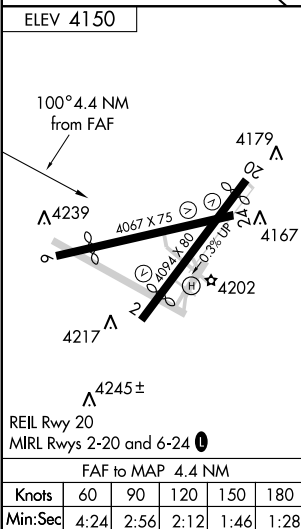
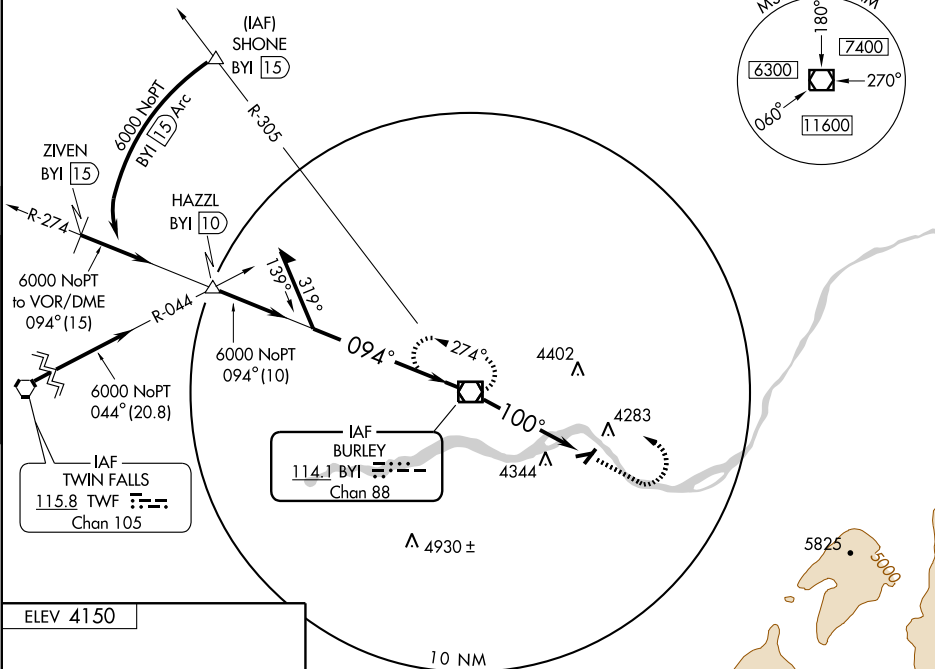
If local altimeter setting not received, use Joslin Field-Magic Valley Rgnl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct BYI VOR/DME and hold.

ASOS  
**135.575**

TWIN FALLS APP CON ★  
**126.7 353.75**

CTAF  
**122.90**



|  |                        |   |
|--|------------------------|---|
| VOR/DME BYI<br><b><u>114.1</u></b><br>Chan <b>88</b> | APP CRS<br><b>280°</b> | Rwy Idg <b>N/A</b><br>TDZE <b>N/A</b><br>Apt Elev <b>4150</b> |
|--|------------------------|---|

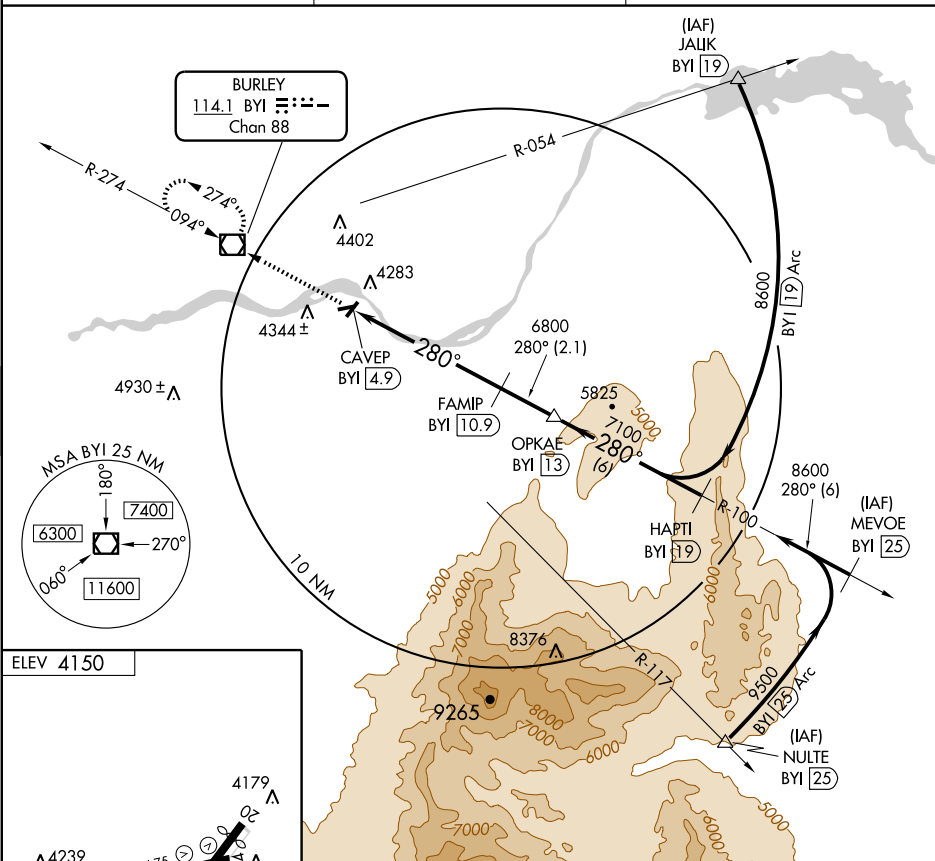
VOR/DME-B  
BURLEY MUNI (BYI)

**T** If local altimeter setting not received, use Joslin Field-Magic  
**A** Valley Rgnl altimeter setting and increase all MDAs 80 feet.

**MISSED APPROACH:** Climb to 6000 direct BYI VOR/DME and hold.

ASOS  
135.575

TWIN FALLS APP CON ★  
126.7 353.75

CTAF  
122.9 

REIL Rwy 20  
MIRL Rwys 2-20 and 6-24 **L**

BURLEY, IDAHO  
Amdt 4A 10042

BURLEY MUNI (BYI)  
VOR/DME-B

42°33'N-113°46'W

NW-1. 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

**BURLEY MUNI** (BYI) 1 NE UTC-7(-6DT) N42°32.56' W113°46.29'

4150 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE BYI

RWY 02-20: H4094X80 (ASPH) S-43, D-60 MIRL 0.3% up SW

RWY 02: VASI(V4L)—GA 3.5° TCH 40'. Thld dsplcd 620'. Road.

RWY 20: REIL. VASI(V2R)—GA 3.0° TCH 24'. Thld dsplcd 300'. Trees.

RWY 06-24: H4067X75 (ASPH) S-23 MIRL

RWY 06: Thld dsplcd 410'. Railroad.

RWY 24: VASI(V2R)—GA 3.0° TCH 47'. Poles.

**AIRPORT REMARKS:** Attended May-Oct 1500-0000Z†, Nov-Apr Mon-Fri

1500-0000Z†, Nov-Apr Sat 1500-1900Z†. Birds in vicinity of all rwys, especially apch end Rwy 20 and apch end Rwy 24.

Agricultural activity on and in/ov all rwys Apr-Oct. Marked helipad on ramp in front of FBO building. ACTIVATE MIRL Rwy 02-20 and Rwy 06-24—CTAF. VASI Rwy 02, Rwy 20 and Rwy 24 opr continuously.

**WEATHER DATA SOURCES:** ASOS 135.575 (208) 677-3604.**COMMUNICATIONS:** CTAF 122.9

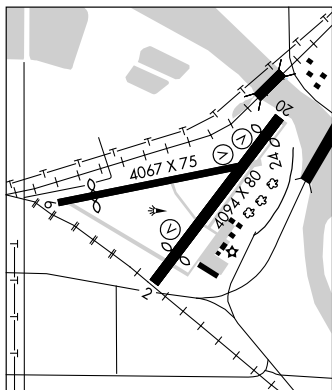
CONNERS RCO 122.05 (BOISE RADIO)

TWIN FALLS APP/DEP CON 126.7 (1300-0400Z†)

SALT LAKE CENTER APP/DEP CON 118.05 (0400-1300Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BYI.

(L) VORW/DME 114.1 BYI Chan 88 N42°34.82' W113°51.95' 100° 4.8 NM to fld. 4230/18E.



SALT LAKE CITY

L-11C

IAP

**CABIN CREEK USFS** (See BIG CREEK RANGER STATION)**CALDWELL INDUSTRIAL** (EUL) 3 SE UTC-7(-6DT) N43°38.51' W116°38.15'

2432 B S4 FUEL 100LL, JET A NOTAM FILE EUL

RWY 12-30: H5500X100 (ASPH) S-72, D-86, 2S-109 MIRL

RWY 12: PAPI(P4L)—GA 3.0° TCH 42'. Road.

RWY 30: PAPI(P4L)—GA 3.0° TCH 45'. Rgt tfc.

**AIRPORT REMARKS:** Attended Mar-Oct 1500-0200Z†, Nov-Feb

1500-0000Z†. Parachute Jumping. + 363' radio tower located 1.4 miles north of arpt. PAPI Rwy 12 and Rwy 30 opr continuously.

MIRL Rwy 12-30 ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 135.075 (208) 454-3953.**COMMUNICATIONS:** CTAF/UNICOM 122.7

SQUAW BUTTE RCO 122.45 (BOISE RADIO)

® BOISE APP/DEP CON 119.6

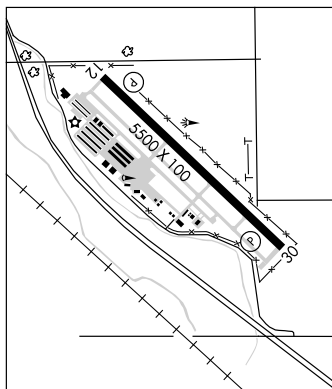
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.

BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17'

W116°11.53' 269° 20.1 NM to fld. 2876/17E.

MERIDIAN NDB (MHW) 238 MPA N43°36.20' W116°32.34'

283° 4.8 NM to fld.



SALT LAKE CITY

H-1C, L-11B

IAP

**CAMAS CO** (See FAIRFIELD)**CAREY** (U65) 0 E UTC-7(-6DT) N43°18.53' W113°56.16'

4783 NOTAM FILE BOI

RWY 07-25: 2650X170 (TURF)

RWY 07: Fence. RWY 25: Fence.

**AIRPORT REMARKS:** Unattended. Recommend land Rwy 25, tkf Rwy 07 when wind conditions permit. Be alert for sprinklers on rwy. Rwy 07-25 edges and thlds marked with concrete markers.**COMMUNICATIONS:** CTAF 122.9

SALT LAKE CITY

|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB MPA<br><b>238</b> | APP CRS<br><b>281°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>2432</b><br><b>2432</b> |
|-----------------------|------------------------|-----------------------------|---|

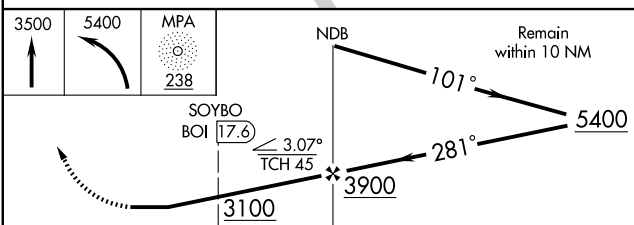
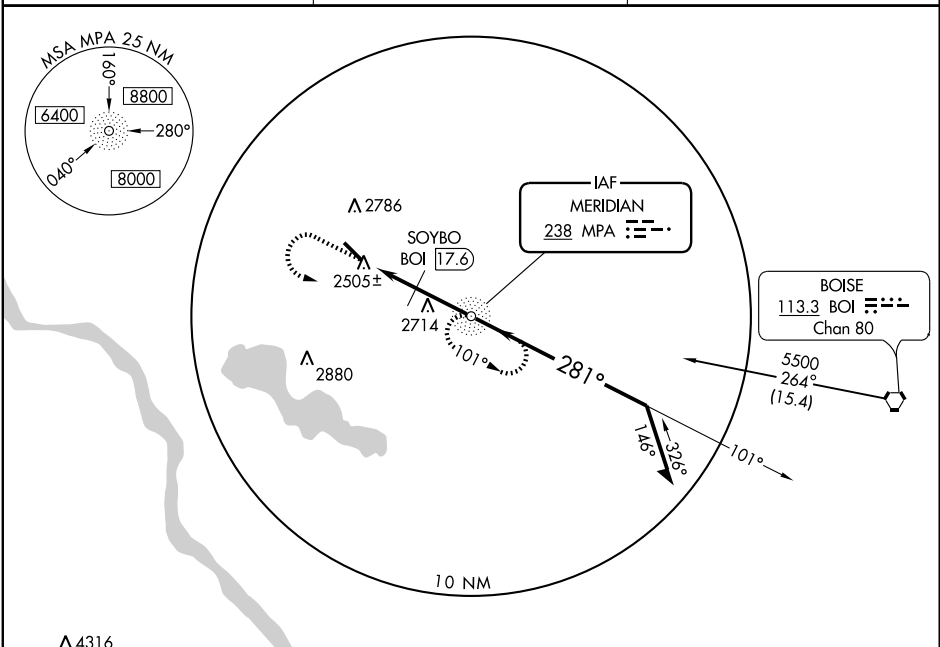
# NDB RWY 30

CALDWELL INDUSTRIAL (EUL)

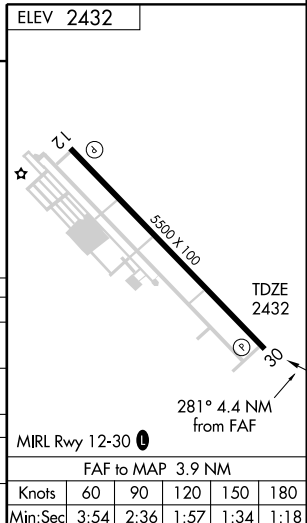
When local altimeter setting not received, use Boise altimeter setting and increase all MDA 120 feet and all visibilities ½ mile.

MISSED APPROACH: Climb to 3500 then climbing left turn to 5400 direct MPA NDB and hold, continue climb-in-hold to 5400.

|                          |                                     |                                 |
|--------------------------|-------------------------------------|---------------------------------|
| AWOS-3<br><b>135.075</b> | BOISE APP CON<br><b>119.6 269.4</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|--------------------------|-------------------------------------|---------------------------------|



| CATEGORY     | A                  | B | C                    | D                  |
|--------------|--------------------|---|----------------------|--------------------|
| S-30         | 3100-1 668 (700-1) |   | 3100-1½ 668 (700-1½) | 3100-2 668 (700-2) |
| CIRCLING     | 3100-1 668 (700-1) |   | 3100-1½ 668 (700-1½) | 3100-2 668 (700-2) |
| DME MINIMUMS |                    |   |                      |                    |
| S-30         | 2940-1 508 (600-1) |   | 2940-1½ 508 (600-1½) |                    |
| CIRCLING     | 3100-1 668 (700-1) |   | 3100-1½ 668 (700-1½) | 3100-2 668 (700-2) |



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>97707</b><br><b>W12A</b> | APP CRS<br><b>119°</b> | Rwy Idg<br>TDZE <b>2431</b><br>Apt Elev <b>2432</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 12

Caldwell Industrial (EUL)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**⚠** Baro-VNAV NA when using Boise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). When local altimeter setting not received, use Boise altimeter setting and increase all DA/MDA 120 feet and all visibilities ½ mile.

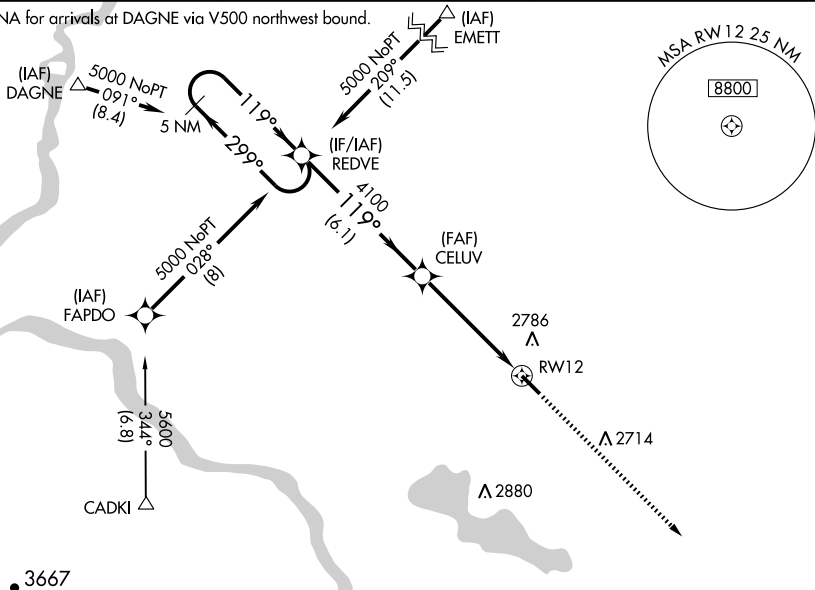
**MISSED APPROACH:** Climb to 5000 direct ADEXE and hold.

AWOS-3  
**135.075**

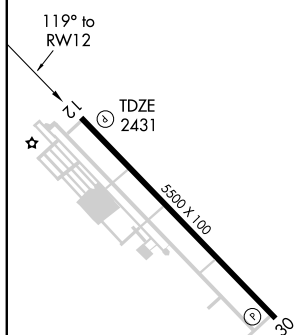
BOISE APP CON  
**119.6 269.4**

UNICOM  
**122.7 (CTAF) 0**

Procedure NA for arrivals at DAGNE via V500 northwest bound.



ELEV 2432



5 NM  
Holding Pattern

5000  
299°  
119°

GS 3.00°  
TCH 42

REDVE

CELUV

5000

ADEXE

4100

RW12

| CATEGORY     | A                  | B | C                    | D                  |
|--------------|--------------------|---|----------------------|--------------------|
| LPV DA       | 2700-1 269 (300-1) |   |                      |                    |
| LNAV/VNAV DA | 2994-2 563 (600-2) |   |                      |                    |
| LNAV MDA     | 2840-1 409 (500-1) |   | 2840-1½ 409 (500-1½) |                    |
| CIRCLING     | 3100-1 668 (700-1) |   | 3100-1¾ 668 (700-1¾) | 3100-2 668 (700-2) |

MIRL Rwy 12-30 0

Caldwell, IDAHO

Amdt 1A 10042

43°39'N - 116°38'W

Caldwell Industrial (EUL)

# RNAV (GPS) RWY 12

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>73007</b><br><b>W30A</b> | APP CRS<br><b>299°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>2432</b><br><b>2432</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 30

CALDWELL INDUSTRIAL (EUL)

**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**⚠** Baro-VNAV NA when using Boise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). When local altimeter setting not received, use Boise altimeter setting and increase all DA/MDA 120 feet and all visibilities ½ mile.

**MISSED APPROACH:** Climb to 5000 direct REDVE and hold.

AWOS-3  
**135.075**

BOISE APP CON  
**119.6 269.4**

UNICOM  
**122.7 (CTAF) ①**

MISSED APCH FIX



△ 3280

△ 2786

2505 ±  
RW30

2880 △

CABEP  
2.1 NM to RW30

△ 2714  
(FAF) BABTE

Procedure NA for arrivals on BOI VORTAC  
airway radials 255 CW 278.

PLUTO

9000  
209°  
(22)

5000 NoPT  
240°  
(11.6)

(IAF) BOISE BOI

MSA RW30 25 NM

8800

(IAF) RENOL  
5000 NoPT  
014°  
(11.8)

ELEV 2432

5000  
↑  
REDVE

\*LNAV only

CABEP  
2.1 NM to RW30

BABTE

ADEXE  
5 NM  
Holding Pattern

RW30

3140\*

4100

119°  
← 299° → 5000

GS 3.00°  
TCH 45

| CATEGORY     | A                    | B           | C                       | D                       |
|--------------|----------------------|-------------|-------------------------|-------------------------|
| LPV DA       | 2687-1 255 (300-1)   |             |                         |                         |
| LNAV/VNAV DA | 2822-1½ 390 (400-1½) |             |                         |                         |
| LNAV MDA     | 2880-1               | 448 (500-1) | 2880-1½<br>448 (500-1½) | 2880-1½<br>448 (500-1½) |
| CIRCLING     | 3100-1               | 668 (700-1) | 3100-1¾<br>668 (700-1¾) | 3100-2<br>668 (700-2)   |

MIRL Rwy 12-30 ①

CALDWELL, IDAHO

Amdt 1A 10042

43°39'N - 116°38'W

CALDWELL INDUSTRIAL (EUL)

# RNAV (GPS) RWY 30

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010



**CHAMBERLAIN USFS** (See CHAMBERLAIN GUARD STATION)**CHAMBERLAIN GUARD STATION****CHAMBERLAIN USFS** (U79) 0 E UTC-7(-6DT) N45°22.74' W115°11.81'**GREAT FALLS**

5765 NOTAM FILE BOI

**RWY 07-25:** 4100X200 (TURF-DIRT)**RWY 07:** Trees. **RWY 25:** Tree.**RWY 15-33:** 2700X140 (TURF)**RWY 15:** Hill. **RWY 33:** Trees.

**AIRPORT REMARKS:** Unattended. Rwy 07-25 W 500' CLOSED indef. Rwy 07-25 rough sfc. Rwy 15-33 rough and uneven surface. No twy available. Arpt subject to temporary closure early spring due to soft rwys. Rwy 07-25 and Rwy 15-33 thlds marked and rwys outlined with yellow rocks. Rwy 15-33 has +2' pipe and -2' ditch across rwy North of rwy 07-25 intersection. No twy from rwy 15-33 to Campgrounds. Rwy 15 120' timbered hill 1200' on centerline. Extensive rodent activity on both rwys. No telephone avbl at arpt. Private Stone Breaker Arpt located 1 NM NE of Chamberlain USFS.

**COMMUNICATIONS:** CTAF 122.9**COEUR D'ALENE****BROOKS SPB** (S76) 0 SW UTC-8(-7DT) N47°40.33' W116°47.16'**GREAT FALLS**2125 **FUEL** 100LL NOTAM FILE BOI**WATERWAY 11-29:** 15000X2000 (WATER)**WATERWAY 11:** Rgt tfc.**WATERWAY 15-33:** 15000X2000 (WATER)**WATERWAY 15:** Rgt tfc.

**SEAPLANE REMARKS:** Attended Mar-Oct 1700-dusk. Heavy boat tfc and parasail activity on and in vicinity of seaplane base ldg area. Fly patterns over lake, do not overfly city. Helicopter ops in vicinity of Seaplane Base. Ultralight acft operate in vicinity of SPB landing area. Adjacent boat marina may have dock space avbl.

**COMMUNICATIONS:** CTAF 122.9**COEUR D'ALENE-PAPPY BOYINGTON FLD** (COE) 9 NW UTC-8(-7DT)

N47°46.46' W116°49.18'

**GREAT FALLS**2320 B S4 **FUEL** 100, JET A OX 1, 2, 3, 4 Class IV, ARFF Index A NOTAM FILE COE**H-1C, L-13B****RWY 05-23:** H7400X100 (ASPH-GRVD) S-57, D-95, 2S-121, 2D-165 HIRL 0.6% up NE**IAP****RWY 05:** MALSR. PAPI(P4R)—GA 3.0° TCH 56'.**RWY 23:** REIL. PAPI(P4R)—GA 3.0° TCH 50'.**RWY 01-19:** H5400X75 (ASPH) S-50, D-83, 2S-105, 2D-150

MIRL 0.3% up N

**RWY 01:** REIL. PAPI(P2L)—GA 3.0° TCH 39'. Rgt tfc.**RWY 19:** PAPI(P2L)—GA 3.0° TCH 41'.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 01:** TORA-5400 TODA-5400 ASDA-5400 LDA-5400**RWY 05:** TORA-7400 TODA-7400 ASDA-7400 LDA-7400**RWY 19:** TORA-5400 TODA-5400 ASDA-5400 LDA-5400**RWY 23:** TORA-7400 TODA-7400 ASDA-7400 LDA-7400

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0100Z†. For after hrs fuel-self svc avbl or call 208-772-6404, 208-661-4174, 208-661-7449, 208-699-5433. Self svc fuel avbl with credit card. 48 hr PPR for unscheduled ops with more than 30 passenger seats call arpt manager 208-446-1860. Migratory birds on and invof arpt Oct-Nov. Remote cntl airstrip is 2.3 miles west AER 05. Arpt conditions avbl on AWOS. Rwy 05 NSTD MALSR, thld bar extends 5' byd rwy edge lgts each side. **ACTIVATE** MIRL Rwy 01-19, HIRL Rwy 05-23, REIL Rwy 01 and Rwy 23, MALSR Rwy 05 and PAPI Rwy 01, Rwy 19, Rwy 05, and Rwy 23—CTAF. REIL Rwy 23 opr only when HIRL on high ints.

**WEATHER DATA SOURCES:** AWOS-3 135.075 (208) 772-8215.

HIWAS 108.8 COE.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.05 (BOISE RADIO)

Ⓡ **SPOKANE APP/DEP CON** 132.1**AIRSPACE:** CLASS E svc continuous.**RADIO AIDS TO NAVIGATION:** NOTAM FILE COE.(T) **VOR/DME** 108.8 COE Chan 25 N47°46.42' W116°49.24' at fld. 2290/19E. **HIWAS.**

DME portion unusable:

220°-240° byd 15 NM

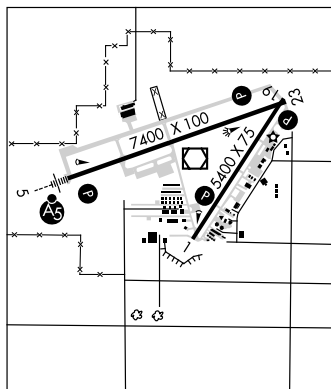
280°-315° byd 15 NM blo 11,000'.

**POST FALLS NDB (MHW)** 347 LEN N47°44.57' W116°57.66'

053° 6.0 NM to fld.

**ILS** 110.7 I-COE Rwy 05 Class ID. Post Falls NDB.

Localizer unusable 25° left and right of course.



## COEUR D'ALENE ONE DEPARTURE (OBSTACLE)

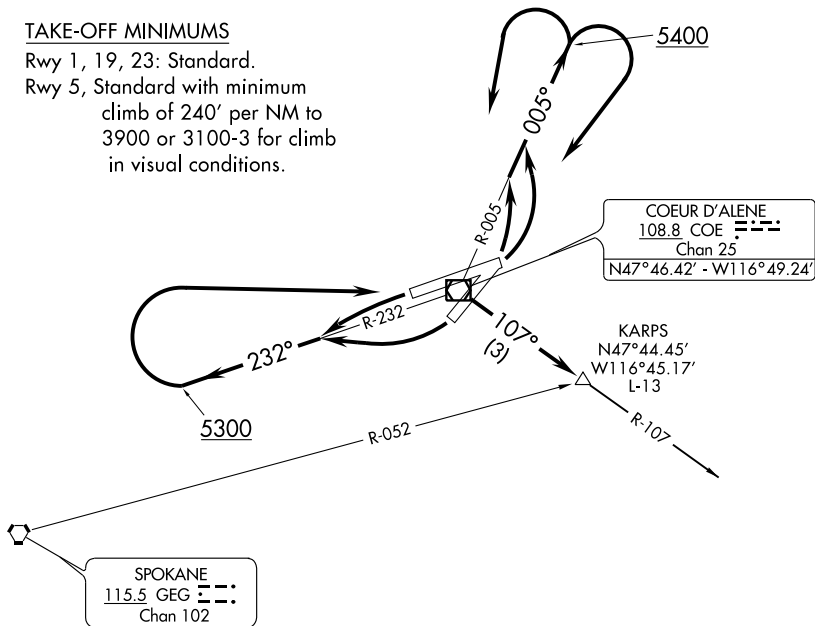
COEUR D'ALENE, IDAHO

AWOS-3 135.075  
SPOKANE DEP CON  
132.1 263.0  
UNICOM (CTAF) 122.8

## TAKE-OFF MINIMUMS

Rwy 1, 19, 23: Standard.

Rwy 5, Standard with minimum  
climb of 240' per NM to  
3900 or 3100-3 for climb  
in visual conditions.



## TAKE-OFF OBSTACLE NOTES

- Rwy 19, Trees beginning 165' from DER, 276' right of centerline, up to 109' AGL/2399' MSL.  
Tree 2914' from DER, 425' left of centerline, 38' AGL/2383' MSL.  
Rwy 5, Poles beginning 895' from DER, 690' right of centerline, up to 44' AGL/2354' MSL.  
Trees beginning 1149' from DER, 720' right of centerline, up to 103' AGL/2563' MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climbing left turn to 5400 via COE R-005, then left or right turn direct COE VOR/DME, then via COE R-107 to KARPS INT to MEA for route of flight.

TAKE-OFF RUNWAY 5: Climbing left turn to 5400 via COE R-005, then left or right turn direct COE VOR/DME, then via COE R-107 to KARPS INT to MEA for route of flight or climb visual conditions to cross Coeur D'Alene-Pappy Boyington Field Airport at or above 5300 before proceeding on course.

TAKE-OFF RUNWAY 19: Climbing right turn, thence....

TAKE-OFF RUNWAY 23: Climbing left turn, thence....

....climb on COE R-232 to 5300, then right direct COE VOR/DME, then via COE R-107 to KARPS INT to MEA for route of flight.

|              |             |          |             |
|--------------|-------------|----------|-------------|
| LOC I-COE    | APP CRS     | Rwy Idg  | <b>7400</b> |
| <b>110.7</b> | <b>051°</b> | TDZE     | <b>2290</b> |
|              |             | Apt Elev | <b>2320</b> |

# ILS or LOC/DME RWY 5

## COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

**V** Simultaneous reception of I-COE localizer and COE DME required.  
**A** Autopilot coupled approach NA below 2795.  
 When local altimeter setting not received, use Spokane Intl altimeter setting and increase all DA/MDA 80 feet and all visibilities ¼ mile.

MALSR

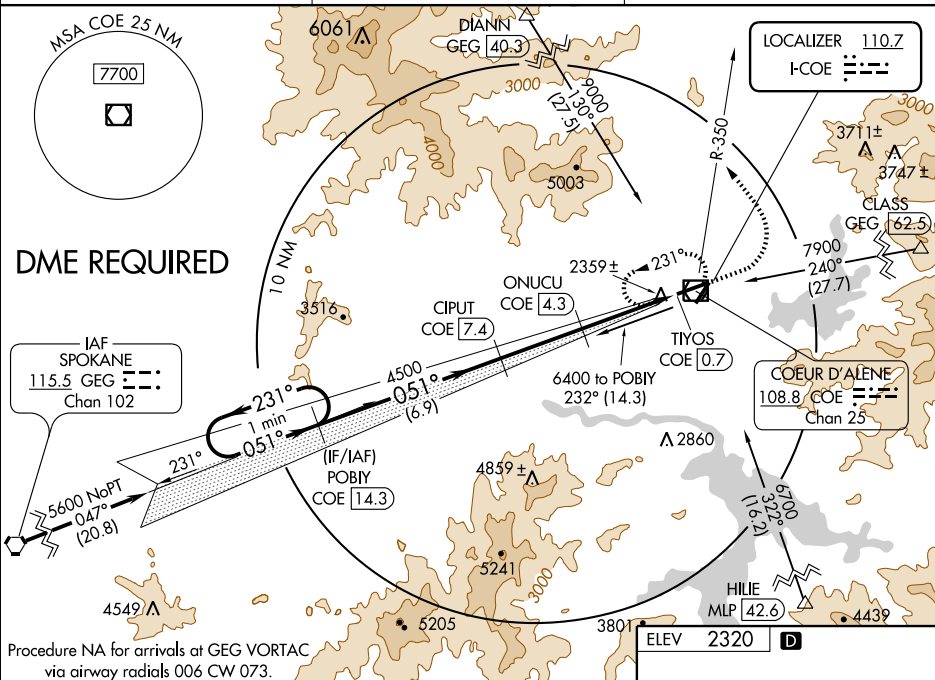


MISSED APPROACH: Climb to 2900 then climbing left turn to 6000 via COE R-350 outbound then climbing left turn to 6500 via COE R-350 inbound to COE VOR/DME and hold.

AWOS-3  
**135.075**

SPOKANE APP CON  
**132.1 263.0**

UNICOM  
**122.8 (CTAF)**



Use COE DME when on the localizer course.

One Minute Holding Pattern

POBIY COE 14.3

2900

6000

COE R-350 outbound

6500

COE R-350 inbound

COE 108.8

5600 ← 231° 051° →

051°

4500

CIPUT COE 7.4

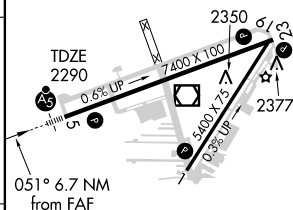
ONUCU COE 4.3

TIYOS COE 0.7

\*3480

\*LOC only

| CATEGORY | A                  | B                   | C                   | D |
|----------|--------------------|---------------------|---------------------|---|
| S-ILS 5  | 2490-½ 200 (200-½) |                     |                     |   |
| S-LOC 5  | 2860-½ 570 (600-½) | 2860-1 570 (600-1)  | 2860-1 570 (600-1½) |   |
| CIRCLING | 2860-1 540 (600-1) | 2880-1 560 (600-1½) | 2880-2 560 (600-2)  |   |



MIRL Rwy 1-19 0  
 HIRL Rwy 5-23 0  
 REIL Rws 1 and 23 0

COEUR D'ALENE, IDAHO  
 Amdt 5B 10098

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)  
 47°46'N - 116°49'W  
**ILS or LOC/DME RWY 5**

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

## NDB RWY 5

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB LEN<br><b>347</b> | APP CRS<br><b>052°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7400</b><br><b>2290</b><br><b>2320</b> |
|-----------------------|------------------------|-----------------------------|---|

**▼** When local altimeter setting not received, use Spokane  
**▲** Init altimeter setting and increase all MDA 80 feet and  
 S-5 and circling Cat C visibility ¼ mile.

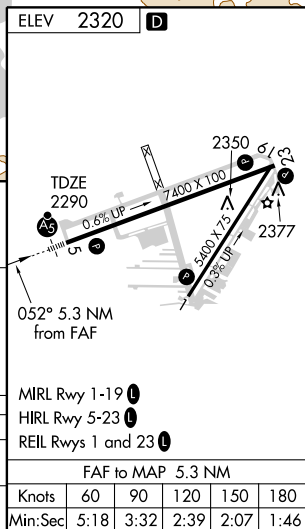
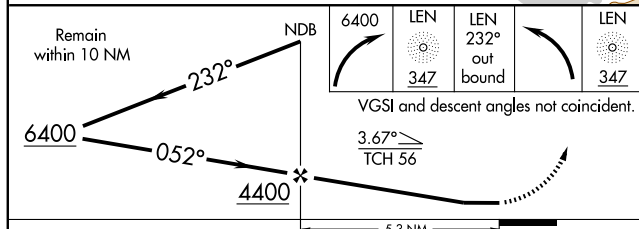
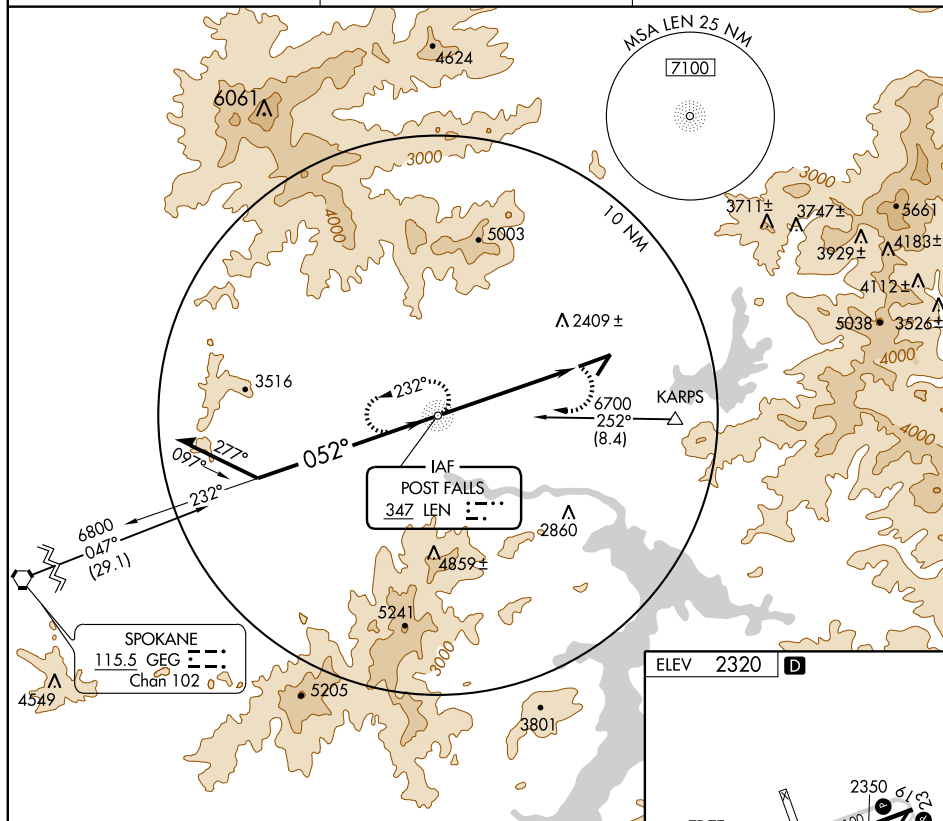


**MISSED APPROACH:** Climbing right turn to 6400 direct  
 LEN NDB and via LEN NDB bearing 232° outbound  
 then left turn direct LEN NDB and hold.

AWOS-3  
**135.075**

SPOKANE APP CON  
**132.1 263.0**

UNICOM  
**122.8 (CTAF) 0**



| CATEGORY | A                     | B                     | C                       | D  |
|----------|-----------------------|-----------------------|-------------------------|----|
| S-5      | 2780-¾<br>490 (500-¾) | 2900-¾<br>610 (600-¾) | 2920-1¼<br>630 (600-1¼) | NA |
| CIRCLING | 2920-1                | 600 (600-1)           | 2920-1½<br>600 (600-1½) | NA |

MIRL Rwy 1-19

HIRL Rwy 5-23

REIL Rws 1 and 23

FAF to MAP 5.3 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>70608</b><br><b>W05A</b> | APP CRS<br><b>051°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7400</b><br><b>2290</b><br><b>2320</b> |
|--|------------------------|-----------------------------|---|

## RNAV (GPS) RWY 5

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Spokane Intl altimeter setting and increase all DA/MDA 80 feet and all visibilities ¼ mile. Baro-VNAV and VDP NA when using Spokane Intl altimeter setting. For inoperative MALSR when using Spokane Intl altimeter setting, increase LNAV Cats A and B visibility ¼ mile.

MALSR

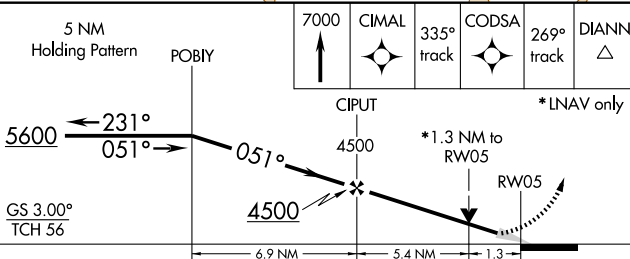
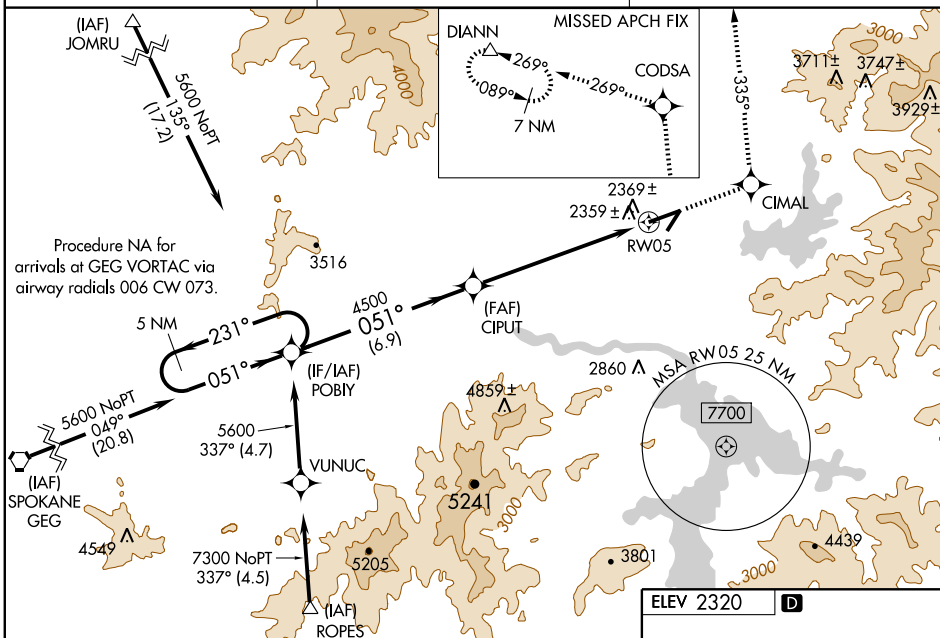


**MISSED APPROACH:** Climb to 7000 direct CIMAL and via 335° track to CODSA and via 269° track to DIANN and hold.

AWOS-3  
**135.075**

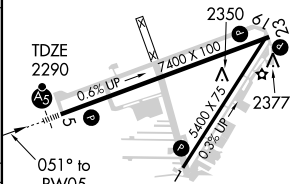
SPOKANE APP CON  
**132.1 263.0**

UNICOM  
**122.8 (CTAF)**



ELEV 2320

D



| CATEGORY     | A                      | B                      | C                    | D                  |
|--------------|------------------------|------------------------|----------------------|--------------------|
| LPV DA       | 2490-1/2 200 (200-1/2) |                        |                      |                    |
| LNAV/VNAV DA | 2653-3/4 363 (400-3/4) |                        |                      |                    |
| LNAV MDA     | 2740-1/2 450 (500-1/2) | 2740-3/4 450 (500-3/4) | 2740-1 450 (500-1)   |                    |
| CIRCLING     | 2740-1 420 (500-1)     | 2860-1 540 (600-1)     | 2880-1 560 (600-1/2) | 2880-2 560 (600-2) |

MIRL Rwy 1-19

HIRL Rwy 5-23

REIL Rws 1 and 23

VOR/DME COE  
108.8  
Chan 25

APP CRS  
344°

Rwy Idg  
TDZE  
Apt Elev  
5400  
2311  
2320

# VOR/DME RWY 1

## COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

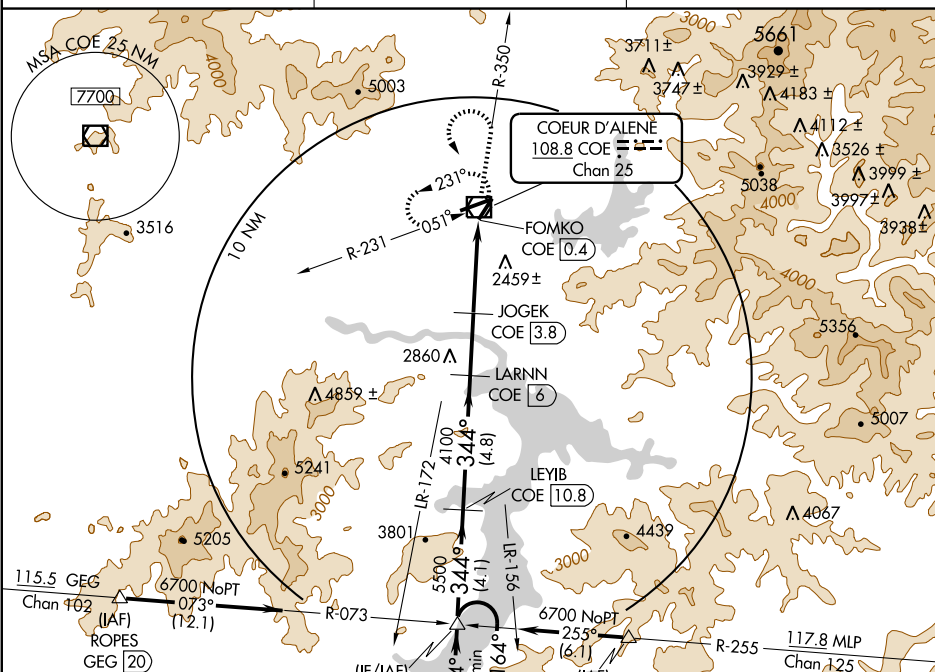
Visibility reduction by helicopters NA. When local altimeter setting not received, use Spokane Intl altimeter setting and increase all MDA 80 feet and S-1 and circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 6000 via COE R-350 outbound then climbing left turn to 6500 via COE R-350 inbound to COE VOR/DME and hold.

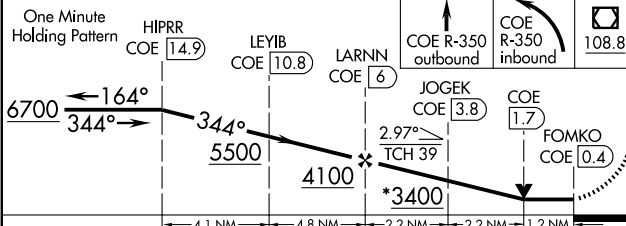
AWOS-3  
135.075

SPOKANE APP CON  
132.1 263.0

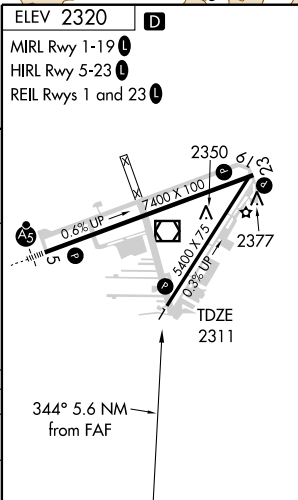
UNICOM  
122.8 (CTAF) 0



\*3480 when using Spokane Intl altimeter setting.



| CATEGORY | A                     | B                     | C                             | D  |
|----------|-----------------------|-----------------------|-------------------------------|----|
| S-1      | 2740-1                | 429 (500-1)           | 2740-1 1/4<br>429 (500-1 1/4) | NA |
| CIRCLING | 2740-1<br>420 (500-1) | 2860-1<br>540 (600-1) | 2880-1 1/2<br>560 (600-1 1/2) | NA |





**DOWNEY (HYDE MEM)** (U58) 1E UTC-7(-6DT) N42°25.45' W112°06.57'

SALT LAKE CITY

4906 B NOTAM FILE BOI

L-11D

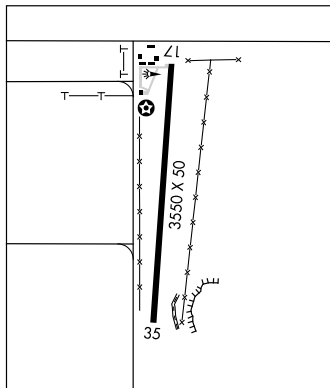
RWY 17-35: H3550X50 (ASPH) LIRL

RWY 17: Tank. RWY 35: Road.

**AIRPORT REMARKS:** Unattended. Farm machinery to 20' high may be located within 500' of apch to Rwy 17. For LIRL Rwy 17-35 and rotating beacon—key 122.8, five times.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLD.

MALAD CITY (H) VORW/DME 117.4 MLD Chan 121 N42°11.99' W112°27.07' 031° 20.3 NM to fld. 7330/17E.

**DRIGGS-REED MEM** (DIJ) 1N UTC-7(-6DT) N43°44.55' W111°05.87'

SALT LAKE CITY

6229 B S4 FUEL 100LL, JET A, OX 2 NOTAM FILE DIJ

H-3D, L-11D

RWY 03-21: H7302X75 (ASPH) S-30, D-60 MIRL 1.2% up NE

IAP

RWY 03: PAPI(P4L)—GA 3.0 TCH 45'.

RWY 21: REIL. PAPI(P4L)—GA 3.0 TCH 40'. Road. Rgt tfc.

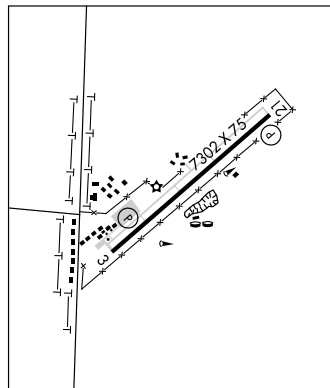
**AIRPORT REMARKS:** Attended Oct-May 1500-0000Z†, Jun-Sep 1400-0200Z†. After hrs call 208-354-3100. Sailplane ops, heavy during summer months. Gliders use right traffic for Rwy 03 and left traffic for Rwy 21. Median between Rwy 03-21 and parallel twy not authorized for ldg and takeoffs. ACTIVATE MRL Rwy 03-21 and REIL Rwy 21—CTAF. PAPI Rwy 03 and 21 operate continuously.

**WEATHER DATA SOURCES:** ASOS 120.775 (208) 354-6661.**COMMUNICATIONS:** CTAF/UNICOM 122.7

SALT LAKE CENTER APP/DEP CON 132.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.

DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33' W112°12.56' 098° 52.5 NM to fld. 4915/15E.

**DUBOIS** N44°05.33' W112°12.56' NOTAM FILE BOI.

SALT LAKE CITY

(H) VORTACW 116.9 DBS Chan 116 206° 19.1 NM to Mud Lake (West Jefferson Co). 4915/15E. H-1D, L-11D

**DUBOIS MUNI** (U41) 1SE UTC-7(-6DT) N44°09.74' W112°13.24'

SALT LAKE CITY

5123 NOTAM FILE BOI

RWY 16-34: 4600X100 (TURF)

RWY 16: Road. RWY 34: Rgt tfc.

**AIRPORT REMARKS:** Unattended. No winter maintenance. Rwy 16-34 is centered between boundary markers. Rwy 16-34 cone boundary markers 125' each side of rwy centerline and wood panels across both thlds. Rwy 16 +6' fence at 100' and 250' from thld on centerline. +75' steeple 1400' from thld, 100' left.

**COMMUNICATIONS:** CTAF 122.9**ECKHART INTL** (See PORTHILL)



|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>165°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>6228</b> |
|------------------------|-----------------------------|---|

**GPS-A**  
DRIGGS-REED MEMORIAL (DIJ)

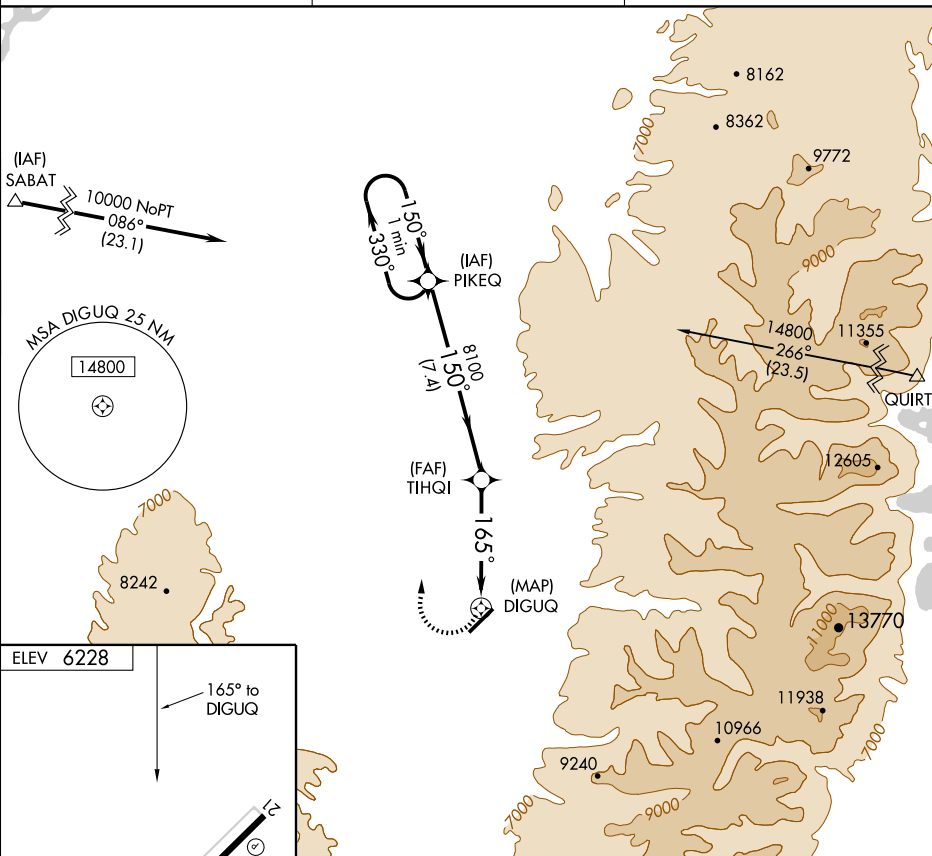
**NA**

MISSED APPROACH: Climbing right turn to 10000 direct PIKEQ and hold.

ASOS  
**120.775**

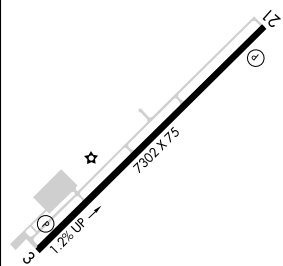
SALT LAKE CENTER  
**132.4 239.25**

UNICOM  
**122.7 (CTAF)**



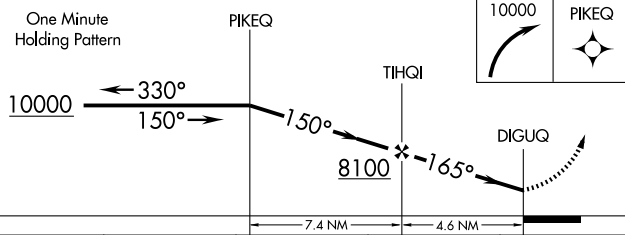
ELEV 6228

165° to  
DIGUQ



MIRL Rwy 3-21  
REIL Rwy 21

One Minute  
Holding Pattern



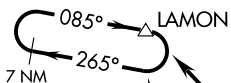
| CATEGORY | A      | B           | C                       | D                     |
|----------|--------|-------------|-------------------------|-----------------------|
| CIRCLING | 6780-1 | 552 (600-1) | 6800-1½<br>572 (600-1½) | 6860-2<br>632 (700-2) |

(LAMON2.LAMON) 09239

SL-9117 (FAA)

DRIGGS-REED MEMORIAL (DIJ)  
DRIGGS, IDAHO

## LAMON TWO DEPARTURE (RNAV) (OBSTACLE)

SALT LAKE CENTER  
132.4 239.25  
UNICOM 122.7 (CTAF)

## TAKE-OFF MINIMUMS

Rwy 3: Standard with minimum climb of  
250' per NM to 7400.

Rwy 21: Standard.

NOTE: GPS required.

NOTE: RNAV 1

## TAKE-OFF OBSTACLE NOTES

Rwy 3: Trees 1227' from DER, 343' left of centerline, 50' AGL/6266' MSL.

Trees 697' from DER, 327' right of centerline, 50' AGL/6246' MSL.

Trees 2106' from DER, 469' right of centerline, 50 AGL/6282' MSL.

Rwy 21: Building 1437' from DER, 730' left of centerline, 70' AGL/6189' MSL.

Building 52' from DER, 473' right of centerline, 50 AGL/6191' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb heading 033° to 6700, then climbing left turn  
direct LAMON. Thence....TAKE-OFF RUNWAY 21: Climb heading 213° to 6600, then climbing right turn  
direct LAMON. Thence.......cross LAMON at or above MEA for direction of flight. If required, continue climb  
in LAMON holding pattern to cross LAMON at or above MEA for direction of flight.

LAMON TWO DEPARTURE (RNAV) (OBSTACLE)

(LAMON2.LAMON) 09239

DRIGGS, IDAHO  
DRIGGS-REED MEMORIAL (DIJ)

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>7302</b> |
| <b>018°</b> | TDZE     | <b>6180</b> |
|             | Apt Elev | <b>6228</b> |

## RNAV (GPS) RWY 3

DRIGGS-REED MEMORIAL (DIJ)



ANA

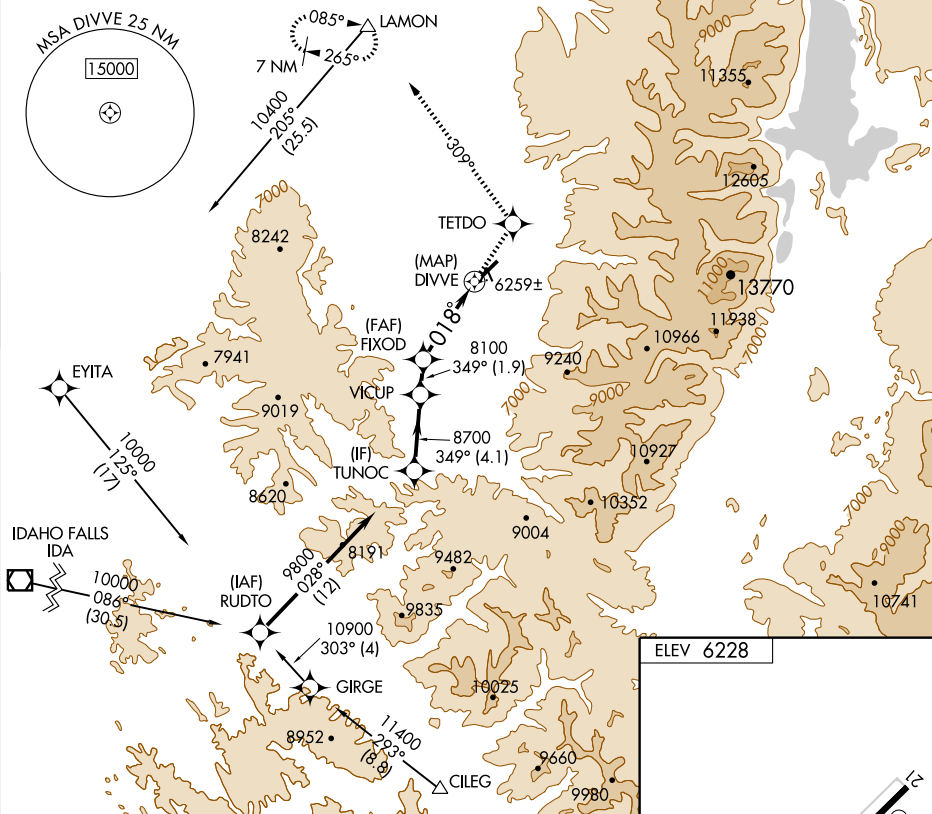
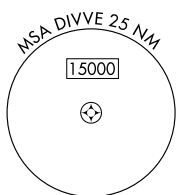
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 9000 direct TETDO and via 309° track to LAMON and hold.

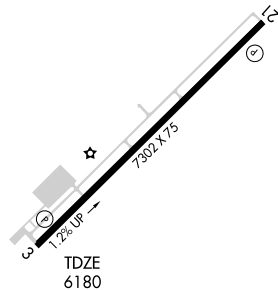
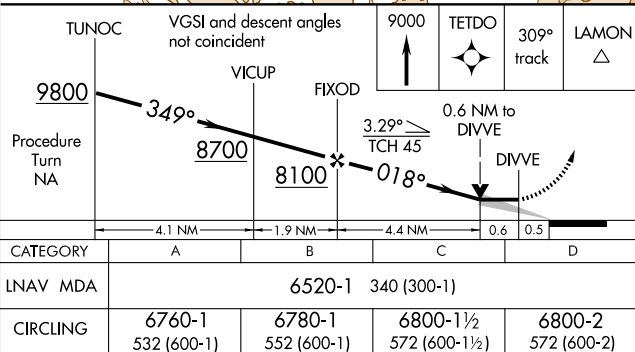
ASOS  
**120,775**

SALT LAKE CENTER  
132.4 239.25

UNICOM  
122.7 (CTAF) **L**



ELEV 6228



MIRL Rwy 3-21 **L**  
REIL Rwy 21 **L**

DRIGGS, IDAHO  
Amdt 1A 10098

43°45'N-111°06'W

DRIGGS-REED MEMORIAL (DIJ)  
RNAV (GPS) RWY 3

NW-1. 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

**GOODING MUNI** (GNG) 3 SW UTC-7(-6DT) N42°55.03' W114°45.91'

SALT LAKE CITY

3732 B S4 FUEL 100LL, JET A NOTAM FILE BOI

L-11C

RWY 07-25: H4745X75 (ASPH) S-12.5 MIRL 1.4% up NE

IAP

RWY 07: Road.

**AIRPORT REMARKS:** Attended 1500-0000Z+. For arpt attendant after hours call 208-539-5934 or 208-934-8298. Considerable helicopter ops. ACTIVATE MIRL Rwy 07-25—CTAF. 3 clicks medium ints-5 clicks high ints.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

BLISS RCO 122.4 (BOISE RADIO)

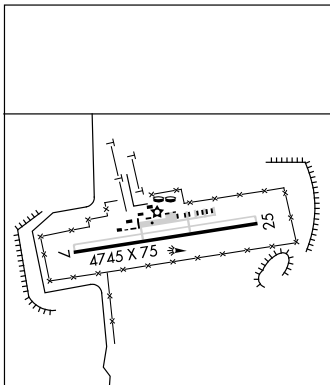
SALT LAKE CENTER APP/DEP CON 118.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TWF.

TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79' W114°29.37' 317° 28.9 NM to fld. 4140/18E.

STEELHEAD NDB (MHW) 211 HDG N42°54.97'

W114°40.45' 255° 4.0 NM to fld. NOTAM FILE BOI. NDB unusable byd 15 NM.



**GRAHAM USFS** (See ATLANTA)

## GRANGEVILLE

**IDAHO CO** (S80) 1 N UTC-8(-7DT) N45°56.55' W116°07.41'

GREAT FALLS

3314 B S2 FUEL 100LL, JET A NOTAM FILE BOI

H-1C, L-13B

RWY 07-25: H5101X75 (ASPH) S-75, D-95, 2D-145 MIRL 0.5% up E

IAP

RWY 07: REIL. Thld dspcd 100'. Road.

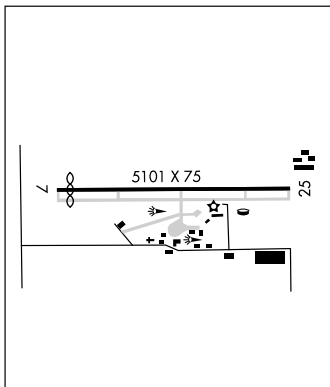
**AIRPORT REMARKS:** Unattended. 24 hr self svc credit card fueling facility. Considerable USFS Fire retardant opns during summer months. Parachute activity May thru Aug. ACTIVATE REIL Rwy 07—CTAF. MIRL Rwy 07-25 operates continuously.

**COMMUNICATIONS:** CTAF 122.9

® SEATTLE CENTER APP/DEP CON 123.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MYL.

DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03' W116°12.38' 344° 70.6 NM to fld. 7333/19E.



**GRASMERE** (U91) 0 S UTC-7(-6DT) N42°22.40' W115°52.77'

SALT LAKE CITY

5134 NOTAM FILE BOI

RWY 05-23: 2750X150 (DIRT)

RWY 05: Fence.

**AIRPORT REMARKS:** Unattended. Rwy 05-23 surface may be poor due to damage by livestock, ground vehicles and rodents. Rwy 05, 4' fence at 90' on centerline, 7' road at 150' on center, 65' marked powerline at 900' on centerline. Rwy 05-23 edges and thlds marked with white rocks. No winter maintenance. No telephone avbl at arpt.

**COMMUNICATIONS:** CTAF 122.9

|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB HDG<br><b>211</b> | APP CRS<br><b>256°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4745</b><br><b>3732</b><br><b>3732</b> |
|-----------------------|------------------------|-----------------------------|---|

# NDB RWY 25

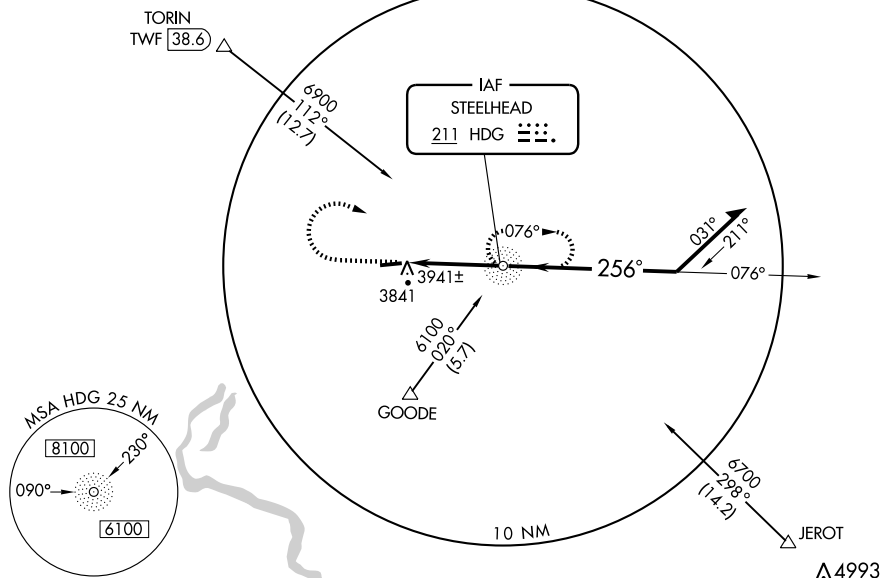
GOODING MUNI (GNG)

**V** Visibility reduction by helicopters NA.  
**Δ** NA Obtain local altimeter setting on CTAF; when not received use Jerome County altimeter setting.

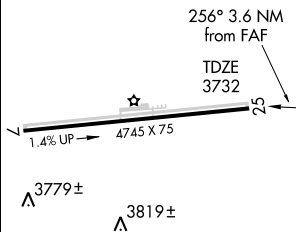
MISSED APPROACH: Climb to 4700 then climbing right turn to 5600 direct HDG NDB and hold.

SALT LAKE CENTER  
**118.05 363.0**

UNICOM  
**122.8 (CTAF) 0\***



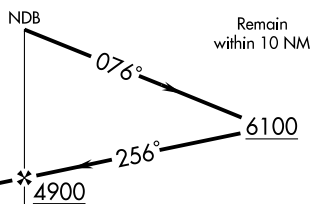
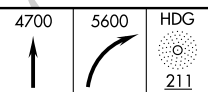
ELEV 3732



MIRL Rwy 7-25 **0\***

FAF to MAP 3.6 NM

| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |



| CATEGORY                                 | A                  | B                  | C                    | D                    |
|--|--------------------|--------------------|----------------------|----------------------|
| S-25                                     | 4260-1 528 (600-1) | 4260-1 528 (600-1) | 4260-1½ 528 (600-1½) | 4260-1¾ 528 (600-1¾) |
| CIRCLING                                 | 4260-1 528 (600-1) | 4260-1 528 (600-1) | 4260-1½ 528 (600-1½) | 4300-2 568 (600-2)   |
| JEROME COUNTY ALTIMETER SETTING MINIMUMS |                    |                    |                      |                      |
| S-25                                     | 4340-1 608 (700-1) | 4340-1 608 (700-1) | 4340-1¾ 608 (700-1¾) | 4340-2 608 (700-2)   |
| CIRCLING                                 | 4340-1 608 (700-1) | 4340-1 608 (700-1) | 4340-1¾ 608 (700-1¾) | 4340-2 608 (700-2)   |

GOODING, IDAHO

Amdt 1 08325

42°55'N - 114°46'W

GOODING MUNI (GNG)

# NDB RWY 25

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>53709</b><br><b>W07A</b> | APP CRS<br><b>068°</b> | Rwy Idg <b>4745</b><br>TDZE <b>3710</b><br>Apt Elev <b>3732</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 7

GOODING MUNI (GNG)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** Baro-VNAV NA when using Jerome County altimeter setting.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F).  
 Obtain local altimeter setting on CTAF; when not received, use Jerome County altimeter setting and increase all DA 86 feet and all MDA 100 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cat C and D ½ mile, and circling visibility Cat C ¼ mile.

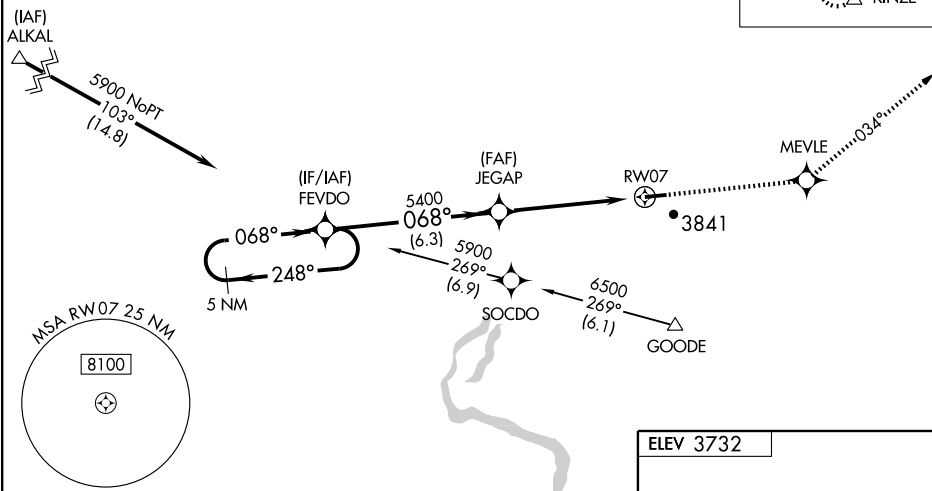
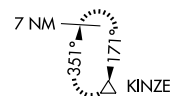
**MISSED APPROACH:** Climb to 7200  
 direct MEVLE and left turn via 034°  
 track to KINZE and hold.

SALT LAKE CENTER  
**118.05 363.0**

UNICOM  
**122.8 (CTAF) 0\***

Procedure NA for arrivals at GOODE via V4 eastbound and V293 southeast bound.  
 Procedure NA for arrivals at ALKAL via V253 northwest bound.  
 Procedure NA for arrivals at ALKAL via V330 southwest bound.

MISSED APCH FIX



5 NM Holding Pattern

FEVDO

7200

MEVLE

034° track

KINZE

5900

← 248°

068° →

068°

5400

GS 3.00°

TCH 40

JEGAP

RW07

6.3 NM

5.2 NM

|              |                      |             |              |              |
|--------------|----------------------|-------------|--------------|--------------|
| CATEGORY     | A                    | B           | C            | D            |
| LPV DA       | 3960-1 250 (300-1)   |             |              |              |
| LNAV/VNAV DA | 4049-1¼ 339 (400-1¼) |             |              |              |
| LNAV MDA     | 4120-1               | 410 (400-1) | 4120-1¼      | 410 (400-1¼) |
| CIRCLING     | 4260-1               | 528 (600-1) | 4260-1½      | 4300-2       |
|              |                      |             | 528 (600-1½) | 568 (600-2)  |

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>45909</b><br><b>W25A</b> | APP CRS<br><b>248°</b> | Rwy Idg<br>TDZE <b>3732</b><br>Apt Elev <b>3732</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 25

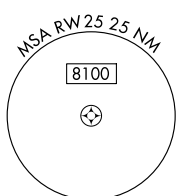
GOODING MUNI (GNG)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 ▲ Baro-VNAV NA when using Jerome County altimeter setting.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F).  
 Obtain local altimeter setting on CTAF; when not received, use Jerome County altimeter setting and increase all DA 86 feet and all MDA 100 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cat C and D ¼ mile, and circling visibility Cat C ¼ mile.

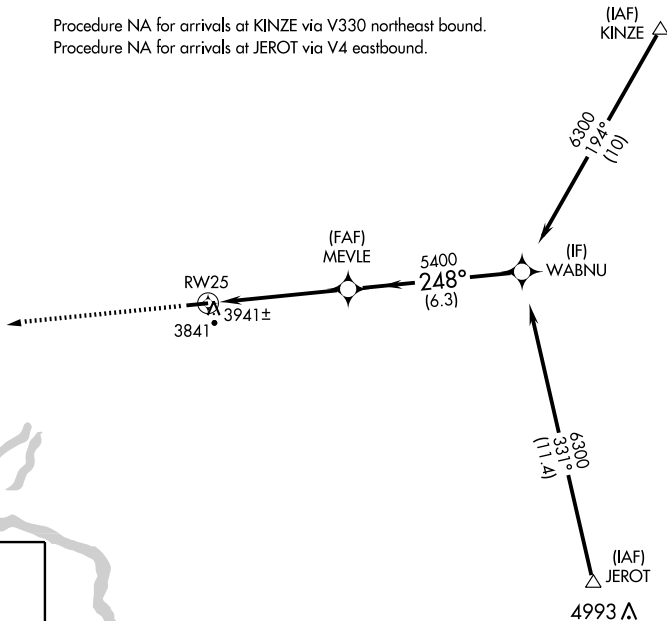
MISSED APPROACH: Climb to 5900  
direct FEVDO and hold.

SALT LAKE CENTER  
**118.05 363.0**

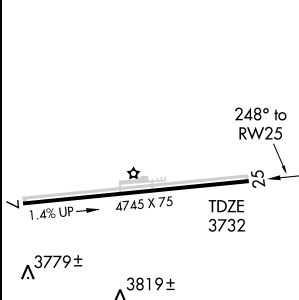
UNICOM  
**122.8 (CTAF) 0\***



Procedure NA for arrivals at KINZE via V330 northeast bound.  
 Procedure NA for arrivals at JEROT via V4 eastbound.



ELEV 3732



| CATEGORY  |     | A                    | B                    | C                    | D                    |
|-----------|-----|----------------------|----------------------|----------------------|----------------------|
| LPV       | DA  | 4006-1 274 (300-1)   |                      |                      |                      |
| LNAV/VNAV | DA  | 4211-1¾ 479 (500-1¾) |                      |                      |                      |
| LNAV      | MDA | 4200-1 468 (500-1)   | 4200-1¼ 468 (500-1¼) | 4200-1½ 468 (500-1½) | 4200-1½ 468 (500-1½) |
| CIRCLING  |     | 4260-1 528 (600-1)   | 4260-1½ 528 (600-1½) | 4300-2 568 (600-2)   | 4300-2 568 (600-2)   |

**GOODING MUNI** (GNG) 3 SW UTC-7(-6DT) N42°55.03' W114°45.91'

SALT LAKE CITY

3732 B S4 FUEL 100LL, JET A NOTAM FILE BOI

L-11C

RWY 07-25: H4745X75 (ASPH) S-12.5 MIRL 1.4% up NE

IAP

RWY 07: Road.

**AIRPORT REMARKS:** Attended 1500-0000Z+. For arpt attendant after hours call 208-539-5934 or 208-934-8298. Considerable helicopter ops. ACTIVATE MIRL Rwy 07-25—CTAF. 3 clicks medium ints-5 clicks high ints.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

BLISS RCO 122.4 (BOISE RADIO)

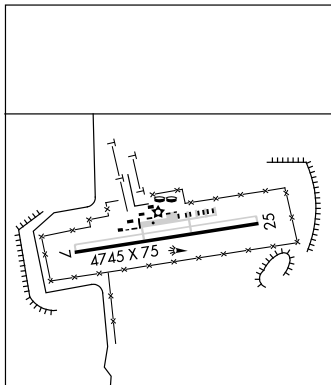
SALT LAKE CENTER APP/DEP CON 118.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TWF.

TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79' W114°29.37' 317° 28.9 NM to fld. 4140/18E.

STEELHEAD NDB (MHW) 211 HDG N42°54.97'

W114°40.45' 255° 4.0 NM to fld. NOTAM FILE BOI. NDB unusable byd 15 NM.



**GRAHAM USFS** (See ATLANTA)

## GRANGEVILLE

**IDAHO CO** (S80) 1 N UTC-8(-7DT) N45°56.55' W116°07.41'

GREAT FALLS

3314 B S2 FUEL 100LL, JET A NOTAM FILE BOI

H-1C, L-13B

RWY 07-25: H5101X75 (ASPH) S-75, D-95, 2D-145 MIRL 0.5% up E

IAP

RWY 07: REIL. Thld dspcd 100'. Road.

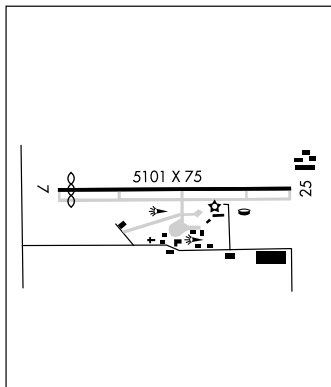
**AIRPORT REMARKS:** Unattended. 24 hr self svc credit card fueling facility. Considerable USFS Fire retardant opns during summer months. Parachute activity May thru Aug. ACTIVATE REIL Rwy 07—CTAF. MIRL Rwy 07-25 operates continuously.

**COMMUNICATIONS:** CTAF 122.9

® SEATTLE CENTER APP/DEP CON 123.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MYL.

DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03' W116°12.38' 344° 70.6 NM to fld. 7333/19E.



**GRASMERE** (U91) 0 S UTC-7(-6DT) N42°22.40' W115°52.77'

SALT LAKE CITY

5134 NOTAM FILE BOI

RWY 05-23: 2750X150 (DIRT)

RWY 05: Fence.

**AIRPORT REMARKS:** Unattended. Rwy 05-23 surface may be poor due to damage by livestock, ground vehicles and rodents. Rwy 05, 4' fence at 90' on centerline, 7' road at 150' on center, 65' marked powerline at 900' on centerline. Rwy 05-23 edges and thlds marked with white rocks. No winter maintenance. No telephone avbl at arpt.

**COMMUNICATIONS:** CTAF 122.9



## MELLR ONE DEPARTURE (RNAV) (OBSTACLE)

GRANGEVILLE, IDAHO

SEATTLE CENTER

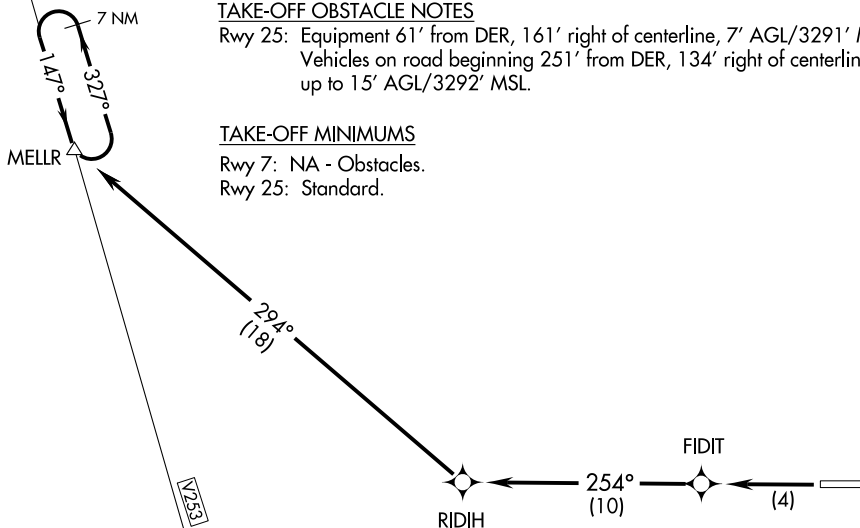
123.95 290.55

TAKE-OFF OBSTACLE NOTES

Rwy 25: Equipment 61' from DER, 161' right of centerline, 7' AGL/3291' MSL.  
 Vehicles on road beginning 251' from DER, 134' right of centerline,  
 up to 15' AGL/3292' MSL.

TAKE-OFF MINIMUMS

Rwy 7: NA - Obstacles.  
 Rwy 25: Standard.



NOTE: GPS Required.

NOTE: RNAV 1

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25: Climb direct FIDIT then via depicted route to MELLR.

Maintain 7400 or assigned altitude. Aircraft southeast bound on V253 continue climb in MELLR holding pattern to MEA before proceeding enroute.

APP CRS  
**073°**

Rwy Idg **5001**  
TDZE **3302**  
Apt Elev **3314**

**RNAV (GPS) RWY 7**  
GRANGEVILLE/IDAHO COUNTY (S80)

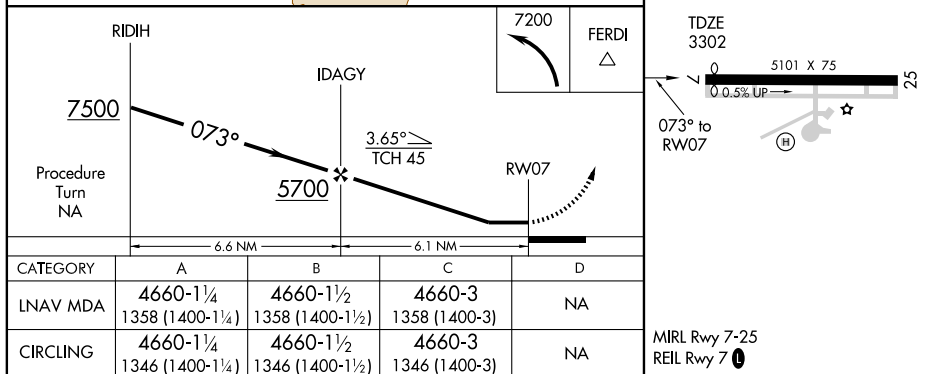
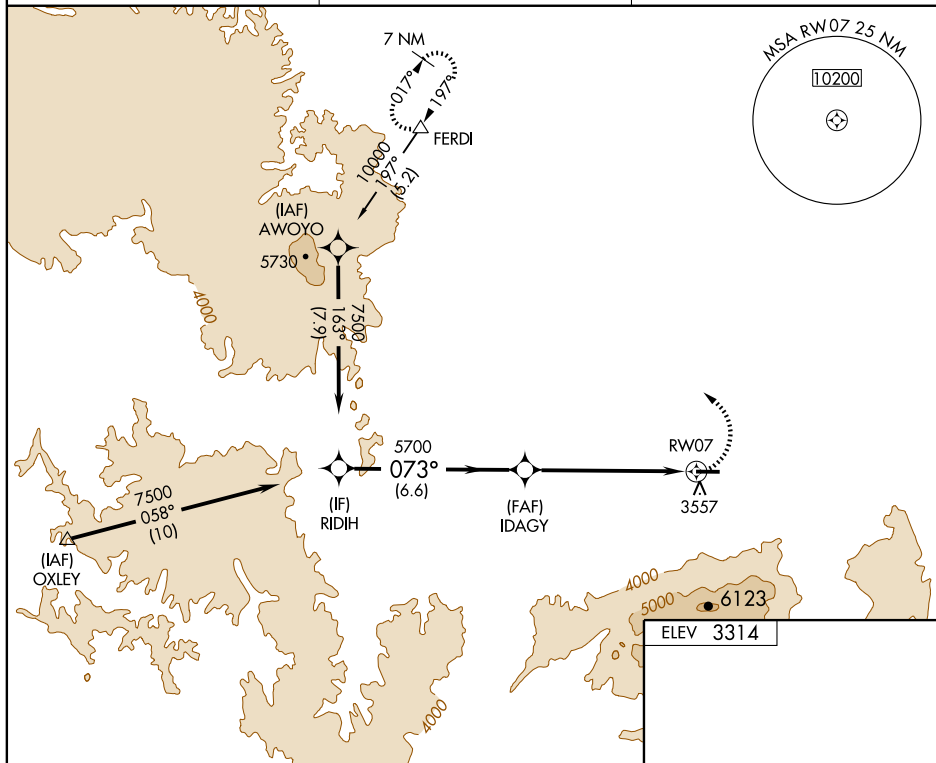
**▽** Circling NA south of Rwy 7-25.  
**△** NA DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.  
Use Lewiston-Nez Perce County altimeter setting; when not received,  
use Pullman/Moscow Rgnl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to  
7200 direct FERDI and hold.

LEWISTON-NEZ PERCE COUNTY ASOS  
**135.575**

SEATTLE CENTER  
**123.95 290.55**

CTAF  
**122.9 0**



|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5101 |
| 239°    | TDZE     | 3314 |
|         | Apt Elev | 3314 |

## RNAV (GPS) RWY 25

GRANGEVILLE/IDAHO COUNTY (S80)

|             |  |
|-------------|--|
| <b>T</b>    | Circling NA south of Rwy 7-25.   |
| <b>A NA</b> | DME/DME RNP-0.3 NA.<br>Use Lewiston-Nez Perce County altimeter setting; when not received, use Pullman/Moscow Rgnl altimeter setting and increase all MDA 40 feet. |

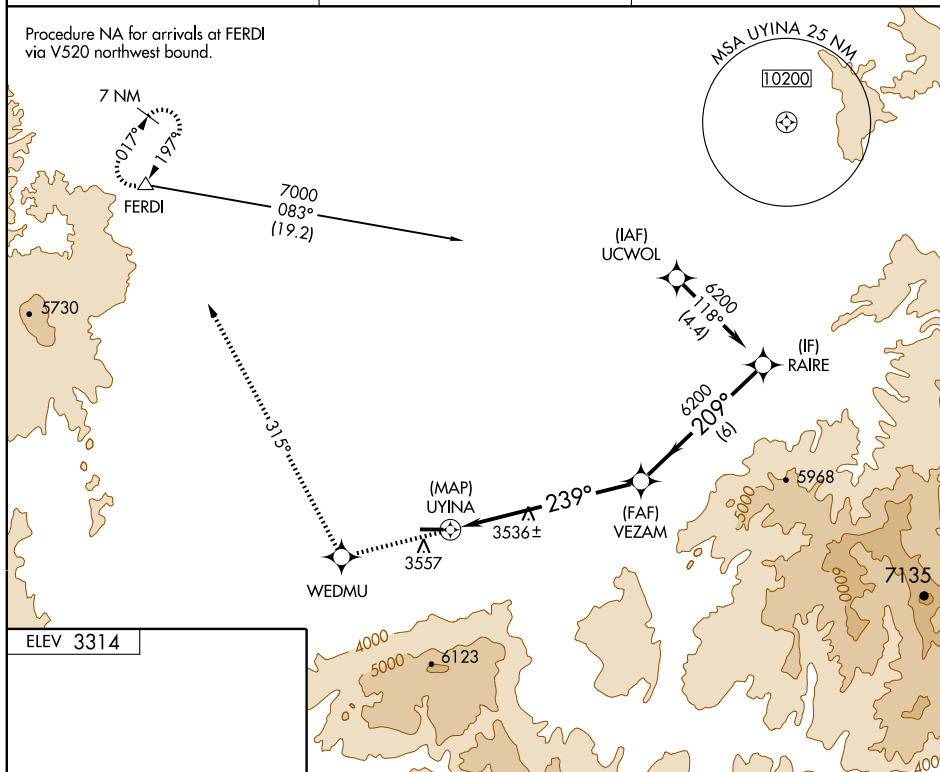
**MISSED APPROACH:** Climb to 7200 direct WEDMU and via 315° track to FERDI and hold, continue climb-in-hold to 7200.

LEWISTON-NEZ PERCE COUNTY ASOS  
**135.575**

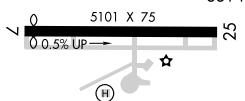
SEATTLE CENTER  
123.95 290.55

CTAF  
**122.9** **L**

Procedure NA for arrivals at FERDI  
via V520 northwest bound.



ELEV 3314

TDZE  
3314

| CATEGORY | A                         | B                         | C                       | D  |
|----------|---------------------------|---------------------------|-------------------------|----|
| LNAV MDA | 4720-1¼<br>1406 (1500-1¼) | 4720-1½<br>1406 (1500-1½) | 4720-3<br>1406 (1500-3) | NA |
| CIRCLING | 4720-1¼<br>1406 (1500-1¼) | 4720-1½<br>1406 (1500-1½) | 4720-3<br>1406 (1500-3) | NA |

MIRL Rwy 7-25  
REIL Rwy 7 **L**

GRANGEVILLE, IDAHO  
Orig 10210

45°57'N-116°07'W

GRANGEVILLE/ IDAHO COUNTY (S80)

RNAV (GPS) RWY 25

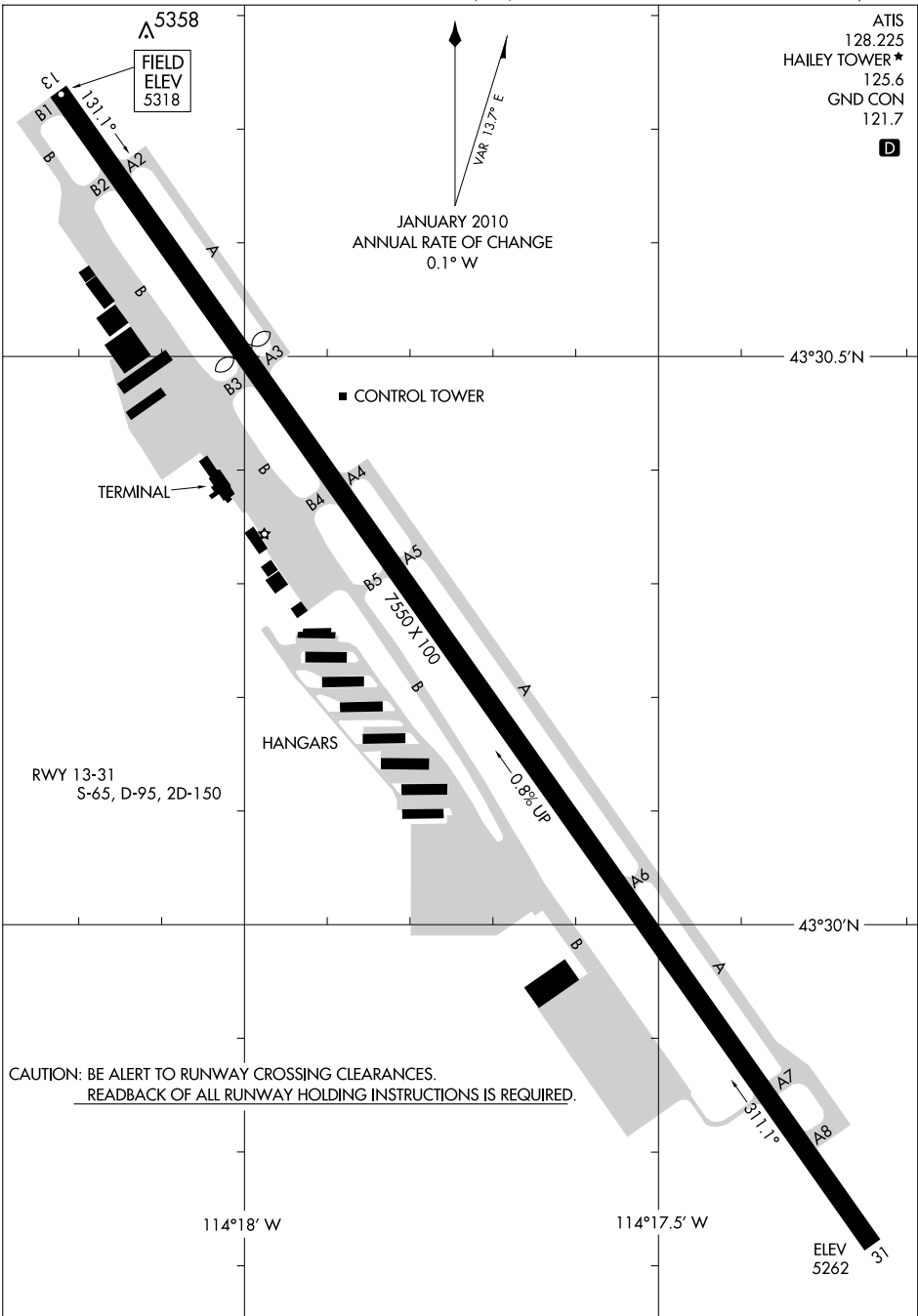
NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

HAILEY/ FRIEDMAN MEMORIAL (SUN)

HAILEY, IDAHO



NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

HAILEY, IDAHO

HAILEY/ FRIEDMAN MEMORIAL (SUN)

## GROUSE

**ANTELOPE VALLEY** (U92) 1 W UTC-7(-6DT) N43°40.63' W113°36.16'

SALT LAKE CITY

6180 NOTAM FILE BOI

**RWY 05-23:** 3450X130 (TURF)

**RWY 05:** Road. **RWY 23:** P-line.

**AIRPORT REMARKS:** Unattended. CLOSED to wheeled acft winters. No winter maintenance. Recommend ldg Rwy 05; txf Rwy 23 when wind conditions allow. Arpt located in mountain valley surrounded by high terrain. Rwy 05-23 edges and thld marked with white rock. +5' sagebrush adjacent to both rwy edges and Rwy 05 thld.

**COMMUNICATIONS:** CTAF 122.9

**HAILEY** N43°19.75' W114°14.55' NOTAM FILE SUN.

SALT LAKE CITY

**NDB/DME (MHW)** 220 HLE Chan 25 332° 10.8 NM to Friedman Mem. NDB unmonitored.

L-11C

DME unmonitored.

NDB portion unusable;

310°-350° byd 6 NM

DME unusable:

280°-080° byd 12NM

080°-280°.

**RCO** 122.4 (BOISE RADIO)

## HAILEY

**FRIEDMAN MEM** (SUN) 1 SE UTC-7(-6DT) N43°30.23' W114°17.73'

SALT LAKE CITY

5318 B S4 **FUEL** 100LL, JET A1 + OX 1, 3 Class I, ARFF Index A NOTAM FILE SUN

H-3C, L-11C

**RWY 13-31:** H7550X100 (ASPH-GRVD) S-65, D-95, 2D-150 HIRL 0.8% up NW

IAP, AD

**RWY 13:** Thld dsplcd 1701'. Road.

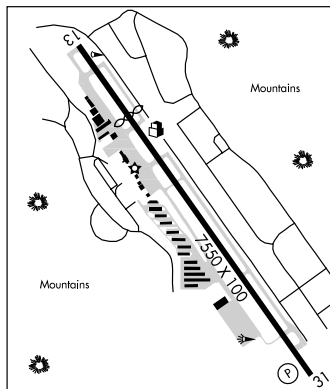
**RWY 31:** PAPI(P4L)—GA 3.5° TCH 55'. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 13:** TORA-7150 TODA-7550 ASDA-7150 LDA-5450

**RWY 31:** TORA-5850 TODA-7550 ASDA-6631 LDA-6631

**AIRPORT REMARKS:** Attended dawn-dusk. Fuel avbl after dusk PPR 208-788-9511. Airfield sfc conditions not monitored between the hours of 0600Z and 1400Z. Bird activity SE end Rwy 31. When twr closed land Rwy 31—tkf Rwy 13 due to opposite direction traffic; use landing lights in traffic pattern. Due to opposite traffic: approach Rwy 31 along E side of valley; depart Rwy 13 along W side of valley; show landing light. Ctc apt manager 208-788-4956 or 208-788-3702 for noise abatement procedures. APU ops ltd to 30 minutes maximum run time. Not recommended for night use or in marginal weather by unfamiliar pilots due to mountainous terrain. Twy A open between Twys A2 and A3 daylight hours only. Twys A-5 and B-5 restricted to acft with wingspans of 49' or less (Acft Design Group I) only. PPR for all unscheduled acft ops utilizing acft with a type certificate for more than 30 passenger seats. PPR for all scheduled air carrier ops between 0600-1300Z call apt manager 208-788-4956. No locked brake turns. ACTIVATE HIRL Rwy 13-31—CTAF when twr clsd. PAPI Rwy 31 opr 24 hrs. Ldg fee for acft greater than 6,000 lbs.



**WEATHER DATA SOURCES:** AWOS-3 128.225 (208) 788-9213. LAWRS.

**COMMUNICATIONS:** CTAF 125.6 ATIS 128.225 (208) 788-2108 UNICOM 122.95

**HAILEY RCO** 122.4 (BOISE RADIO)

**SALT LAKE CENTER APP/DEP CON** 118.05.

**HAILEY TOWER** 125.6 (1400-0600Z) **GND CON** 121.7

**AIRSPACE:** CLASS D svc 1400-0600Z other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BYI.

**BURLEY (L) VORW/DME** 114.1 BYI Chan 88 N42°34.82' W113°51.95' 323° 58.6 NM to fld. 4230/18E.

**HAILEY NDB/DME (MHW)** 220 HLE Chan 25 N43°19.75' W114°14.55' 332° 10.8 NM to fld. NOTAM FILE

SUN. NDB unmonitored. DME unmonitored.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.

## AURELIA TWO DEPARTURE (RNAV)

TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 763' from DER, 3' right of centerline, up to 100' AGL/5345' MSL.

TAKE-OFF MINIMUMS

Rwy 13: Standard with minimum climb of 400' per NM to 6700.

ATC climb of 400' per NM to 7300.

Rwy 31: NA, Obstacles.

NOTE: GPS Required.

NOTE: RNAV 1.

GND CON

121.7

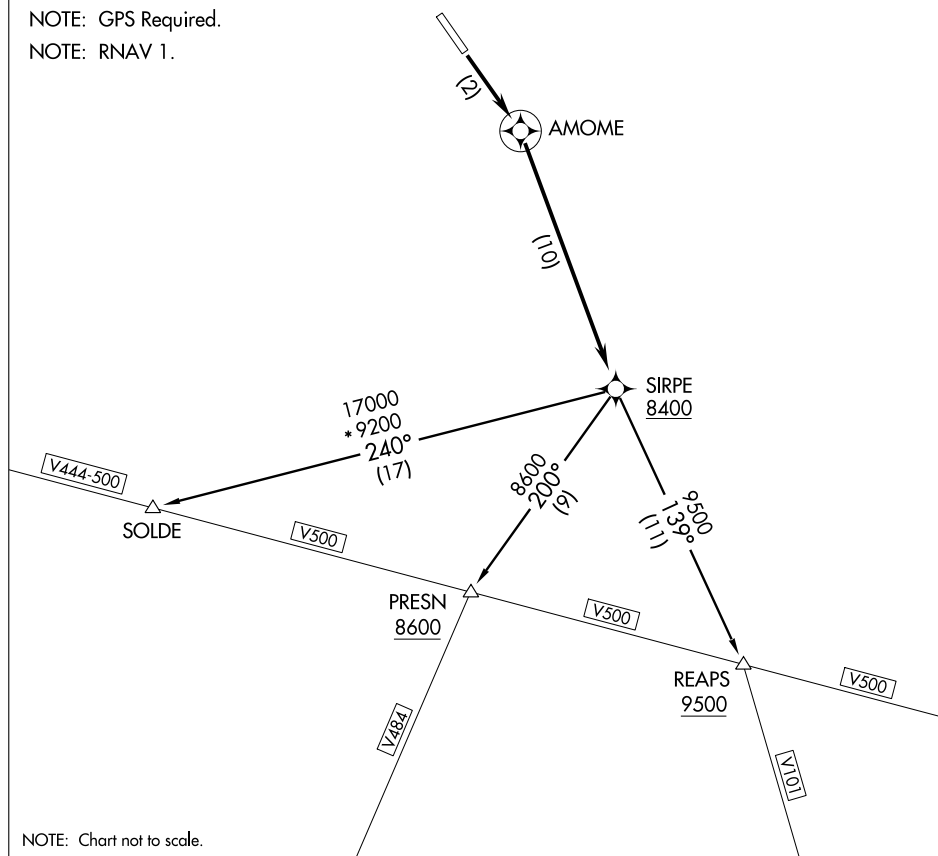
HAILEY TOWER \*

125.6

SALT LAKE CENTER

118.05 353.0

UNICOM 122.95



NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13: Climb direct AMOME, then climbing right turn direct SIRPE to cross SIRPE; cross SIRPE at or above 8400, Thence....via (Transition).

PRESN TRANSITION (AUREL2.PRESN)

REAPS TRANSITION (AUREL2.REAPS)

SOLDE TRANSITION (AUREL2.SOLDE)

## AURELIA TWO DEPARTURE (RNAV)

(AUREL2.AUREL) 07298

HAILEY, IDAHO  
HAILEY/ FRIEDMAN MEMORIAL (SUN)

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

NDB/DME HLE  
**220**  
DME Chan **25**

APP CRS  
330°

|          |    |
|----------|----|
| Rwy Idg  | 10 |
| TDZE     | 10 |
| Ant Elev | 10 |

N/A  
N/A  
5313

NDB/DME or GPS-A  
HAILEY/FRIEDMAN MEMORIAL (SUN)

|             |   |
|-------------|---|
| <b>T</b>    | Occasional ADF needle swings away from the final approach course are to be expected north of missed approach point. |
| <b>A</b> NA | When control tower closed, procedure not authorized.<br>Procedure not authorized at night.                          |

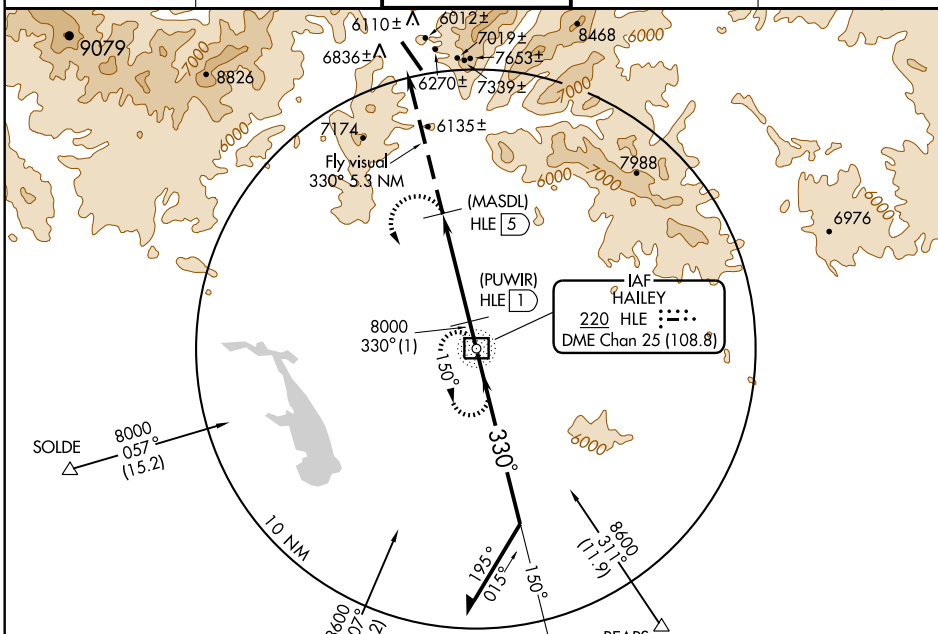
**MISSED APPROACH:** Left turn to 8000 direct HLE NDB/DME and hold.

ATIS  
128.225

SALT LAKE CENTER  
118.05 353.0

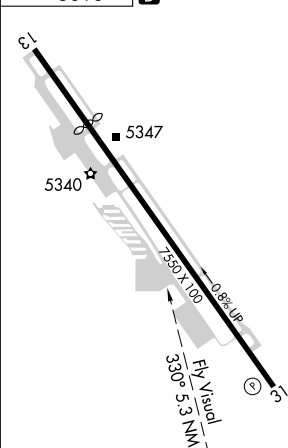
HAILEY TOWER ★  
125.6 (CTAF) L

GND CON  
**121.7**



UNICOM  
122.95

ELEV 5313

**D**

HIRL Rwy 13-31 **L**

Orig-B 08325

|   |   |
|---|---|
| 8000  | HLE   |
|  |  |
|   | 220   |

Fly Visual  
330° 5.3 NM  
←

(MASDL)  
HIE 5

(PUWIR)  
HIE 1

NDB/DME

Remain  
within 10 NM

← 330° — 8000

CATEGORY

A

C

0

## CIRCLING

8000-5 2687 (2700-5)

NA

HAILEY/FRIEDMAN MEMORIAL (SUN)

NDB/DME or GPS-A

43° 30'N - 114° 18'W

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010

APP CRS **323°**  
 Rwy Idg **6631**  
 TDZE **5290**  
 Apt Elev **5318**

# RNAV (GPS) W RWY 31

HAILEY/FRIEDMAN MEMORIAL (SUN)

**▼** Circling NA at night.  
**▲** Circling NA east of Rwy 13-31.  
 DME/DME RNP-0.3 NA.  
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 8700 direct PRESN and hold. When authorized by ATC, climb-in-hold to 12500.

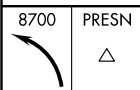
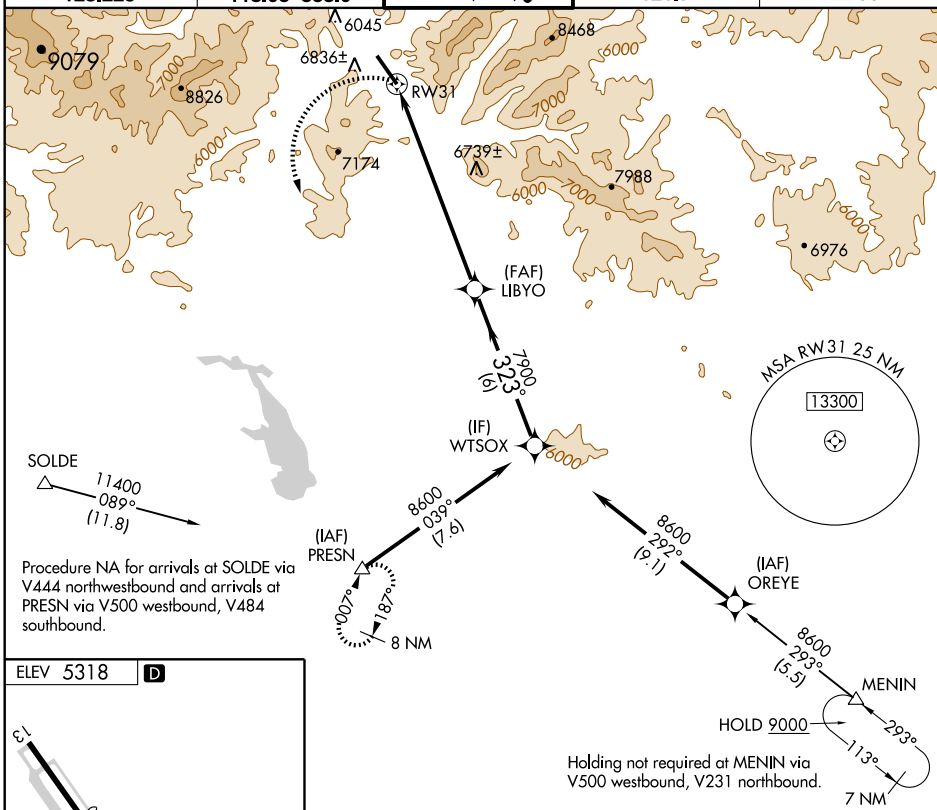
ATIS  
**128.225**

SALT LAKE CENTER  
**118.05 353.0**

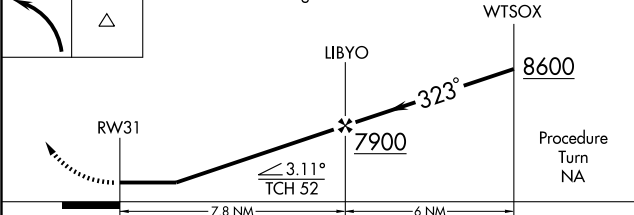
HAILEY TOWER ★  
**125.6 (CTAF) 0**

GND CON  
**121.7**

UNICOM  
**122.95**



VGSI and descent angles not coincident.



| CATEGORY | A                         | B                         | C                       | D  |
|----------|---------------------------|---------------------------|-------------------------|----|
| LNAV MDA | 7080-1¼<br>1790 (1800-1¼) | 7080-1½<br>1790 (1800-1½) | 7080-3<br>1790 (1800-3) | NA |
| CIRCLING | 7180-1¼<br>1862 (1900-1¼) | 7180-1½<br>1862 (1900-1½) | 7180-3<br>1862 (1900-3) | NA |



|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>6631</b> |
| <b>314°</b> | TDZE     | <b>5290</b> |
|             | Apt Elev | <b>5318</b> |

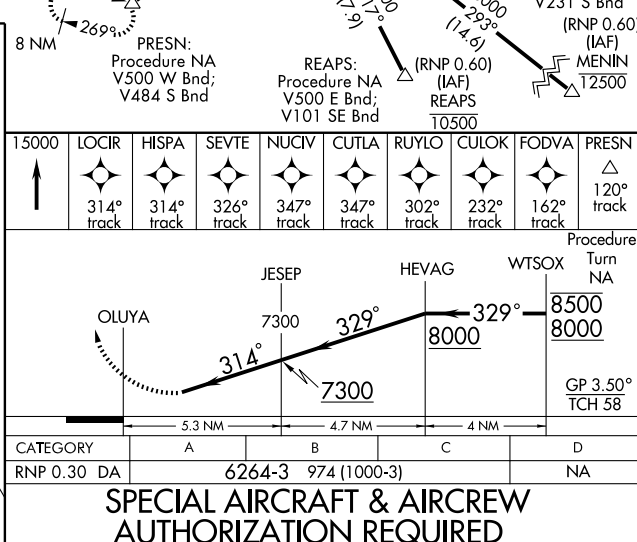
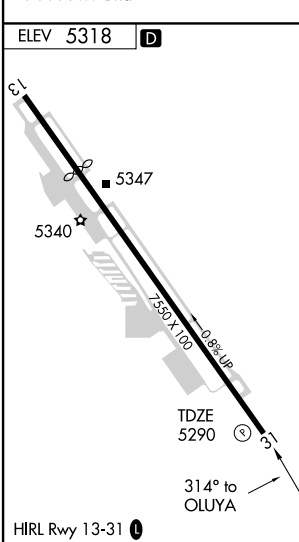
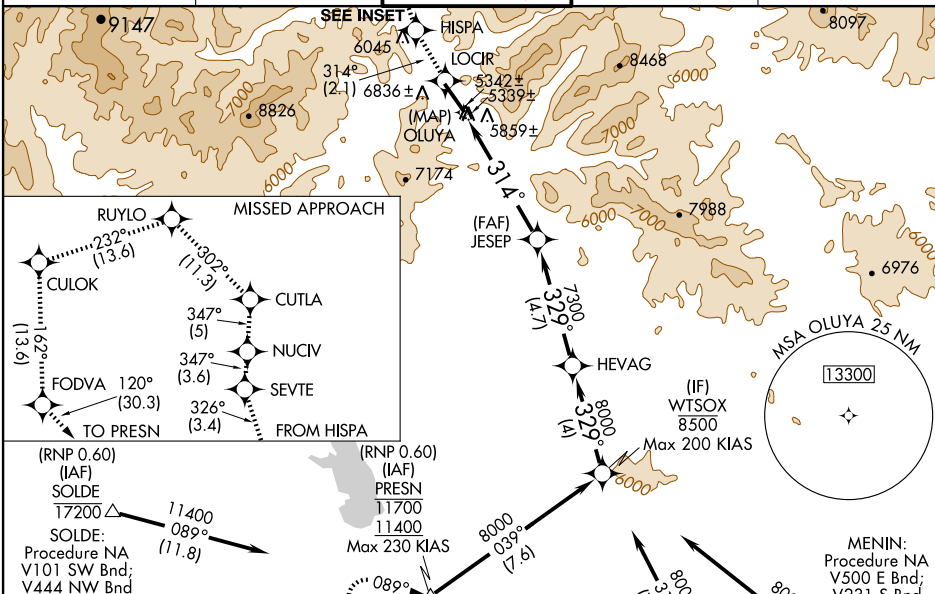
**RNAV (RNP) Y RWY 31**

HAILEY/FRIEDMAN MEMORIAL (SUN)

**GPS required. When VGSI inoperative, procedure NA at night.**  
**NA** For uncompensated Baro-VNAV systems, procedure NA below -25°C (-14°F) or above 37°C (99°F).  
 Missed approach requires RNP less than 1.0 and minimum climb of 330 feet per NM to 14500. Visibility reduction by helicopters NA.  
 Final approach course offset 5.00°.

**MISSSED APPROACH:** Climb to 15000 via 314° track to LOCIR, 314° track to HISP, 326° track to SEVTE, 347° track to NUCIV, 347° track to CUTLA, 302° track to RUYLO, 232° track to CULOK, 162° track to FODVA, 120° track to PRESN and hold.

|                        |   |  |                         |                         |
|------------------------|---|--|-------------------------|-------------------------|
| ATIS<br><b>128.225</b> | SALT LAKE CENTER<br><b>118.05 353.0</b> | HAILEY TOWER★<br><b>125.6 (CTAF) 0</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|------------------------|---|--|-------------------------|-------------------------|



## AIRPORT DIAGRAM

AL-590 (FAA)

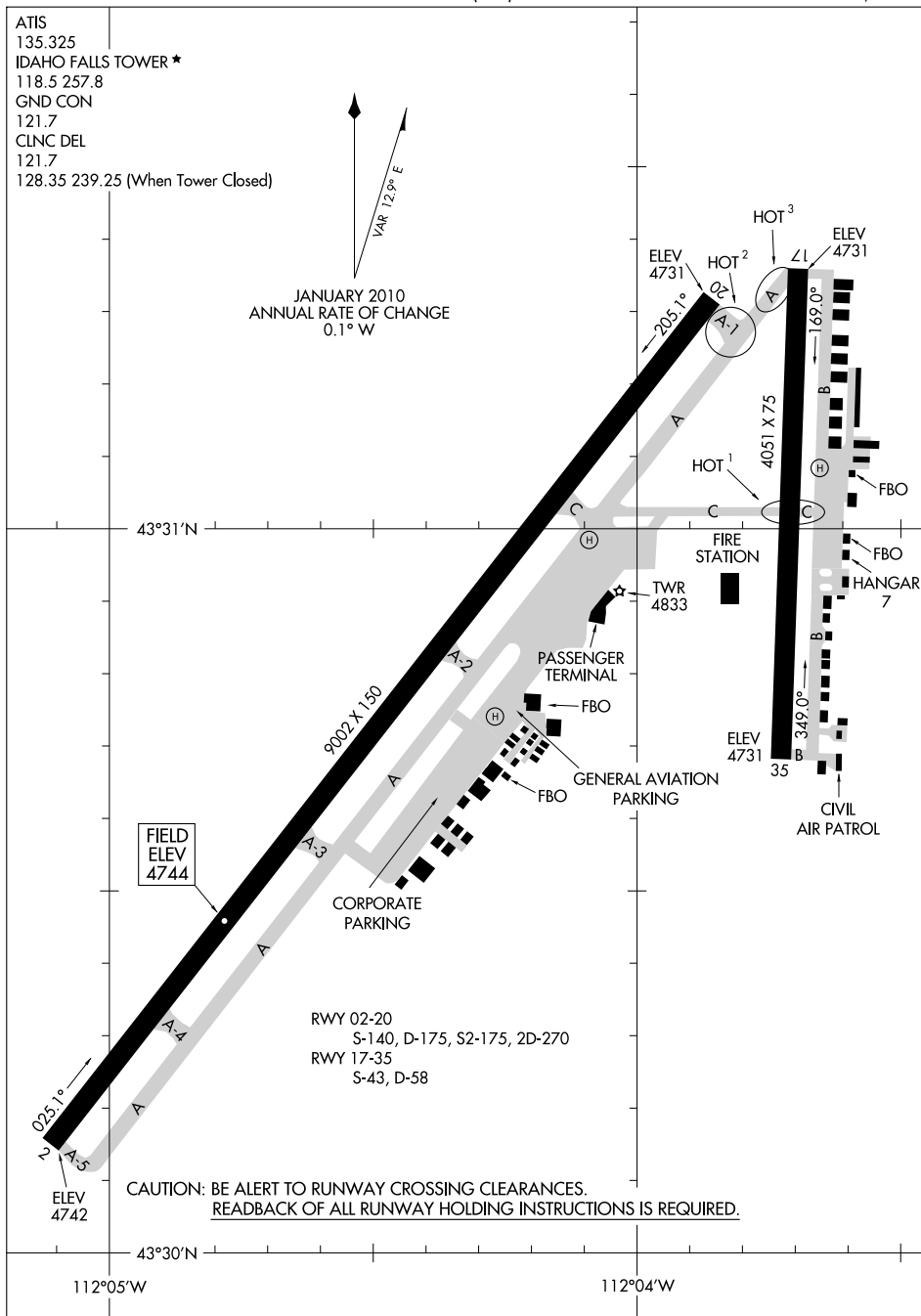
IDAHO FALLS RGNL (IDA)

IDAHO FALLS, IDAHO

ATIS  
135.325  
IDAHO FALLS TOWER ★  
118.5 257.8  
GND CON  
121.7  
CLNC DEL  
121.7  
128.35 239.25 (When Tower Closed)

VAR 12.9° E  
JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

NW-1, 26 AUG 2010 to 23 SEP 2010



NW-1, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

IDAHO FALLS, IDAHO  
IDAHO FALLS RGNL (IDA)

**IDAHO FALLS RGNL** (IDA) 2 NW UTC-7(-6DT) N43°30.82' W112°04.25'

SALT LAKE CITY

4744 B S4 FUEL 100LL, JET A1 OX 1, 2, 3, 4 TPA-See remarks Class I, ARFF Index B H-30, L-11D

IAP, AD

NOTAM FILE IDA

RWY 02-20: H9002X150 (ASPH-GRVD) S-140, D-175, 2S-175, 2D-270 HIRL

RWY 02: REIL. VASI(V4L)—GA 3.0° TCH 50'.

RWY 20: MALSR. PAPI(P4L)—GA 3.0° TCH 49'.

RWY 17-35: H4051X75 (ASPH) S-43, D-58 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 40'.

RWY 35: PAPI(P4L)—GA 3.5° TCH 45'. Antenna.

**AIRPORT REMARKS:** Attended 1230-0430Z†. Sfc conditions

unmonitored Nov-Mar 1300-1830Z† and Apr-Oct 0700-2100Z†.

Flocks of birds and waterfowl on and in/ovf arpt all year. Extensive

agricultural ops. Acft ops be alert for possible incursions, no line

of sight between rws. 24 hr PPR for unscheduled air carrier ops

with more than 30 passenger seats call arpt manager

208-529-1221. TPA-6244 (1500) multi-engine/turbojet acft,

5744 (1000) single-engine acft, 5244 (500) rotorcraft. Rwy 20

touchdown runway visual range avbl. When twr is clsd, Twy A

between Twy A1 and the hold short line for Rwy 17 is clsd in order

to protect Rwy 20 precision apchs. When twr clsd, ACTIVATE HIRL

Rwy 02-20, REIL Rwy 02 and MALSR Rwy 20—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.325 (208) 524-4553 or (208)

524-6048.

**COMMUNICATIONS:** CTAF 118.5 ATIS 135.325 (208) 524-6048. UNICOM 122.95

RCO 122.55 (BOISE RADIO)

**R** SALT LAKE CENTER APP/DEP CON 128.35

TOWER 118.5 (1400-0300Z†) GND CON 121.7 CLNC DEL 121.7 (1400-0300Z†)

128.35 (SALT LAKE CITY CENTER 0300-1400Z†)

**AIRSPACE:** CLASS D svc 1400-0300Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IDA.

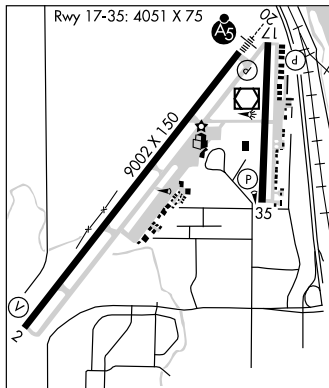
(H) VORW/DME 113.85 IDA Chan 85(Y) N43°31.14' W112°03.84' at fld. 4724/15E.

SWEDEN NDB (MHW) 350 SWU N43°25.93' W112°09.75' 024° 6.3 NM to fld.

NDB unusable 025°-080° beyond 20 NM all altitudes.

UCONN NDB (LOM) 324 ID N43°35.87' W111°58.84' 201° 6.4 NM to fld.

ILS/DME 111.1 I-IDA Chan 48 Rwy 20 Class IB. LOM UCONN NDB.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.**INDIAN CREEK USFS** (S81) 0 NE UTC-7(-6DT) N44°45.67' W115°06.44'

GREAT FALLS

4701 NOTAM FILE BOI

RWY 04-22: 4650X40 (DIRT)

RWY 04: Tree.

RWY 22: Tree.

**AIRPORT REMARKS:** Unattended. No winter maintenance. Tfc observance in vicinity of Pistol Creek Arpt located 2.5 miles upstream. Be advised USFS recommends, when departing up or down stream remain in main canyon. Do not attempt to climb outside canyons. Rwy 04-22 edges and thlds marked with white rocks, Rwy 04-22 40' useable width, rwy edge markers are 100' apart.

**COMMUNICATIONS:** CTAF 122.9

# ILS or LOC RWY 20

IDAHO FALLS RGNL (IDA)

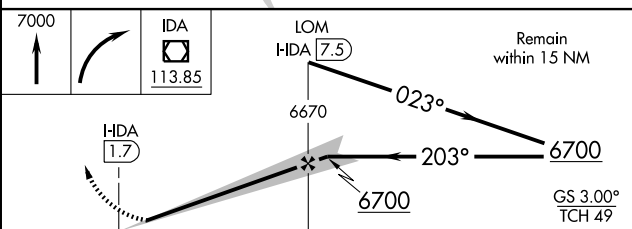
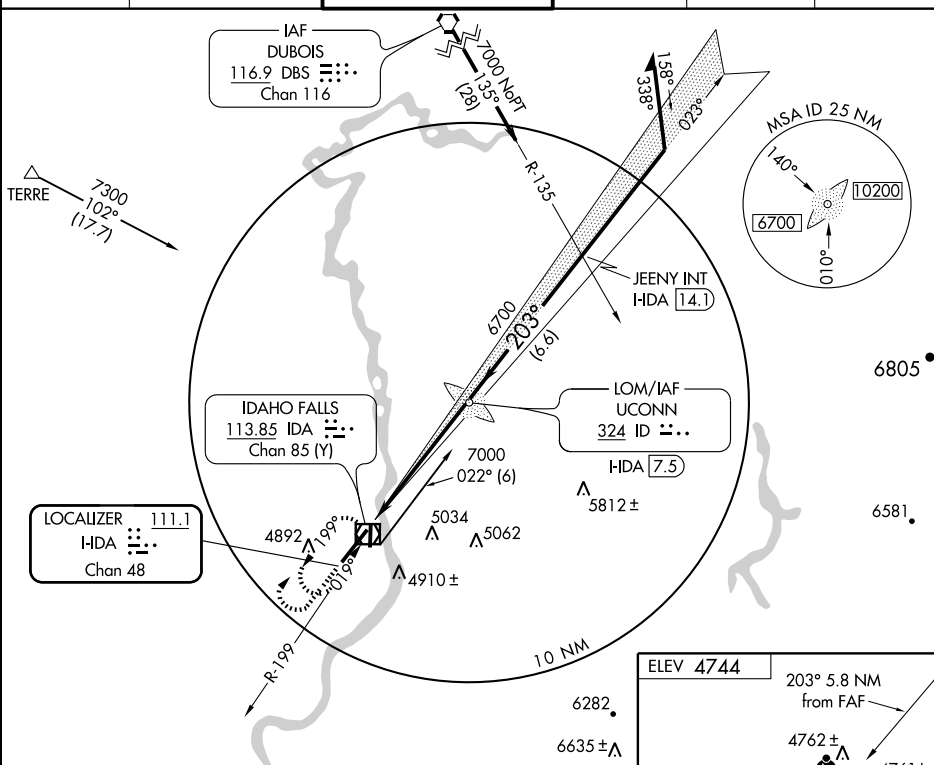
|   |                        |   |
|---|------------------------|---|
| LOC/DME IDA<br><b>111.1</b><br>Chan <b>48</b> | APP CRS<br><b>203°</b> | Rwy Idg<br>TDZE <b>4735</b><br>Apt Elev <b>4744</b> |
|---|------------------------|---|

**V** \* Visibility CAT A/B/C/D, RVR 1800 authorized with the use of FD or AP or HUD to DA.

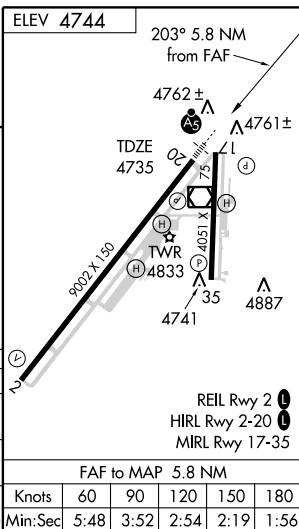


MISSED APPROACH: Climb to 7000, then right turn direct IDA VOR/DME and hold.

|                        |  |   |                         |                          |                         |
|------------------------|--|---|-------------------------|--------------------------|-------------------------|
| ATIS<br><b>135.325</b> | SALT LAKE CENTER<br><b>128.35 239.25</b> | IDAHO FALLS TOWER*<br><b>118.5 (CTAF) 0 257.8</b> | GND CON<br><b>121.7</b> | CLNC DEL<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|-------------------------|--------------------------|-------------------------|



| CATEGORY | A                     | B                     | C                       | D                     | E                       |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|-------------------------|
| S-ILS 20 | *4935/24 200 (200-½)  |                       |                         |                       |                         |
| S-LOC 20 | 5140/24               | 405 (400-½)           | 5140/40                 | 405 (400-¾)           | 5140/50<br>405 (400-1)  |
| CIRCLING | 5200-1<br>456 (500-1) | 5220-1<br>476 (500-1) | 5260-1½<br>516 (600-1½) | 5340-2<br>596 (600-2) | 5420-2½<br>676 (700-2½) |



|  |                        |   |
|--|------------------------|---|
| LOC/DME I-IDA<br><b>111.1</b><br>Chan 48 | APP CRS<br><b>023°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>9002</b><br><b>4744</b> |
|--|------------------------|---|

**LOC BC RWY 2**  
IDAHO FALLS RGNL (IDA)



MISSED APPROACH: Climb to 6000 then climbing left turn to 7000 direct IDA VOR/DME and hold.

ATIS  
**135.325**

SALT LAKE CENTER  
**128.35 239.25**

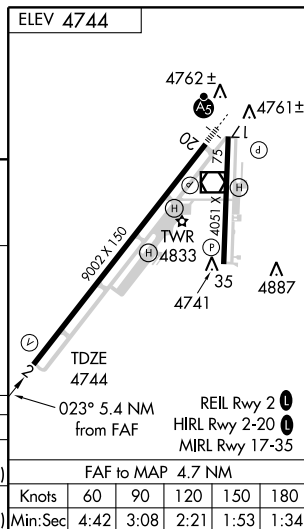
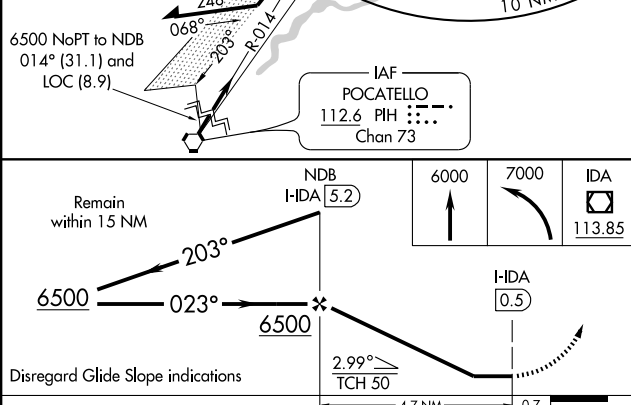
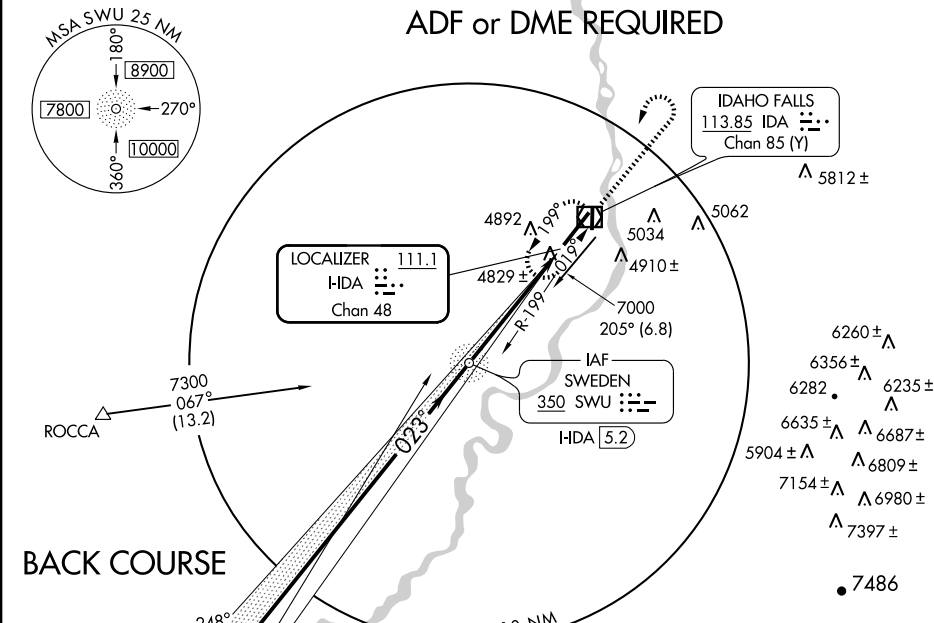
IDAHO FALLS TOWER ★  
**118.5 (CTAF) 0 257.8**

GND CON  
**121.7**

CLNC DEL  
**121.7**

UNICOM  
**122.95**

## ADF or DME REQUIRED



|                   |             |          |             |
|-------------------|-------------|----------|-------------|
| LOM ID            | APP CRS     | Rwy Idg  | <b>9002</b> |
| <b><u>324</u></b> | <b>204°</b> | TDZE     | <b>4735</b> |
|                   |             | Apt Elev | <b>4744</b> |

NDB RWY 20  
IDAHO FALLS RGNL (IDA)



**MISSED APPROACH:** Climb to 7000 then right turn direct IDA VOR/DME and hold.

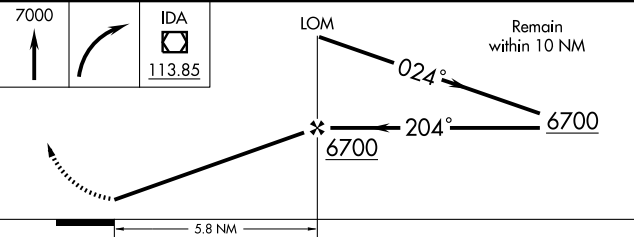
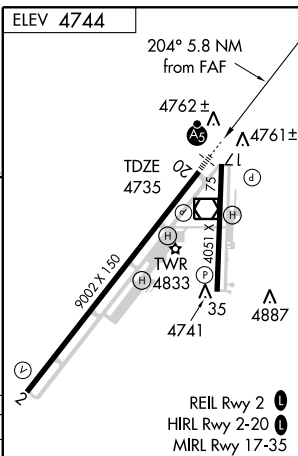
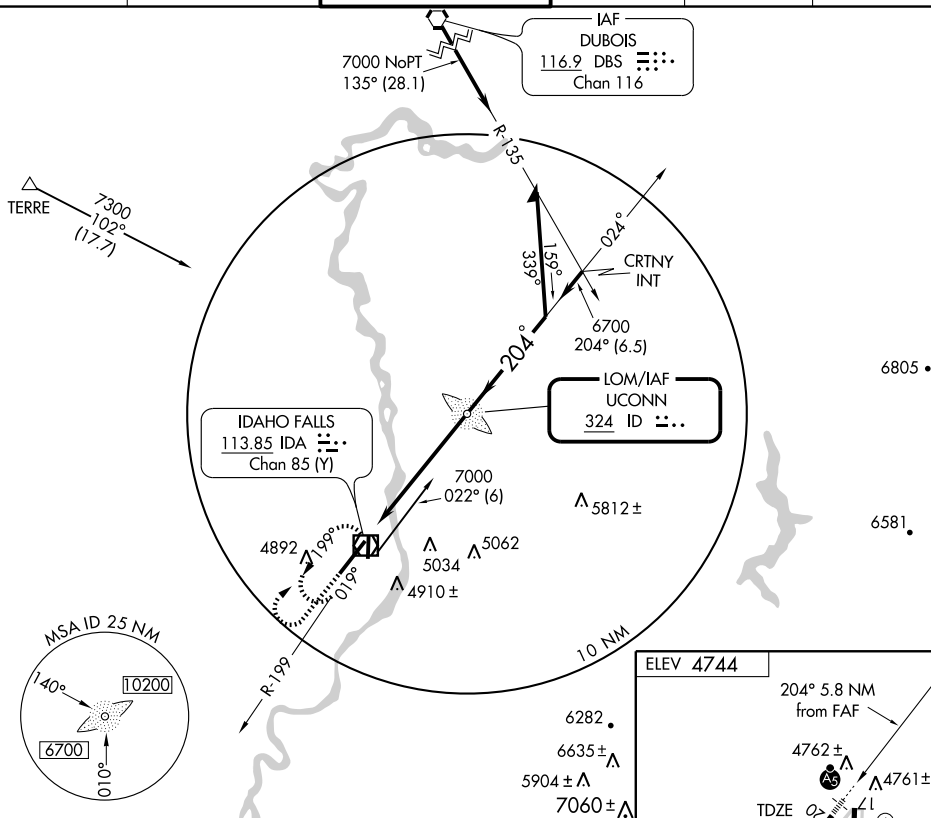
ATIS  
**135,325**

SALT LAKE CENTER  
128.35 239.25

IDAHO FALLS TOWER★  
118.5 (CTAF) **L** 257.8

GND CON  
**121.7**

CLNC DEL  
**121.7**

UNICOM  
122.95

| CATEGORY | A                                 | B | C  | D                                     |
|----------|-----------------------------------|---|--|---------------------------------------|
| S-20     | 5220/40 485 (500- $\frac{3}{4}$ ) |   |  | 5220/60<br>485 (500-1 $\frac{1}{4}$ ) |
| CIRCLING | 5220-1 476 (500-1)                |   | 5260-1 $\frac{1}{2}$<br>516 (600-1 $\frac{1}{2}$ ) | 5340-2<br>596 (600-2)                 |

| FAF to MAP 5.8 NM |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |



## RNAV (GPS) RWY 20

IDAHO FALLS RGNL (IDA)

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>40111</b><br><b>W20A</b> | APP CRS<br><b>203°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9002</b><br><b>4735</b><br><b>4744</b> |
|--|------------------------|-----------------------------|---|

- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP-0.3 NA.
- ▲ VDP and Baro-VNAV NA when using Rexburg-Madison County altimeter setting. When local altimeter setting not received, use Rexburg-Madison County altimeter setting and increase all DA 68 feet and all MDA 80 feet and increase LNAV/VNAV visibility all Cats ¼ mile. When VGSI inoperative, circling Rwy 35 NA at night. For inoperative MALS R increase visibility LNAV Cat D to 1 ¼ mile. For inoperative MALS R when using Rexburg-Madison County altimeter setting increase LPV visibility all Cats to 1 mile.

MALS R



MISSED APPROACH: Climb to 7000 direct VIPUC and hold.

ATIS  
**135.325**

SALT LAKE CENTER  
**128.35 239.25**

IDAHO FALLS TOWER \*  
**118.5 (CTAF) 0 257.8**

GND CON  
**121.7**

CLNC DEL  
**121.7**

UNICOM  
**122.95**

Procedure NA for arrival on DBS VORTAC airway radials 098 CW 180.

(IAF) DUBOIS DBS



7400 NoPT  
(28.1)

7600 NoPT  
(19.5)

(IAF) SABAT

MSA RW 20 25 NM

9200



MISSED APCH FIX

VIPUC



4892

4771 ±

5034

4802

4910 ±

IDAHO FALLS

IDA

5062

5812 ±

022° (12.2)

7600 to YAGUP

282° (6)

7600 NoPT

282° (6)

ZEKOL

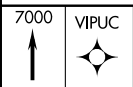
8200

282° (9.9)

(IAF) LUDIC

6581

6805



\*LNAV only

\*1.1 NM to RW20

RW20

1.1

4.8 NM

6.2 NM

WOTES

YAGUP

7 NM Holding Pattern

203°

023°

7600

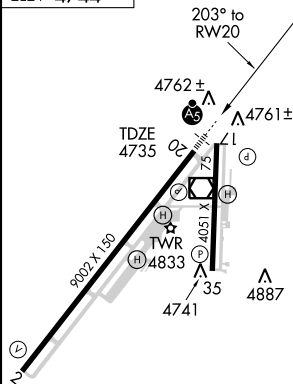
6700

GS 3.00°

TCH 49

| CATEGORY     | A                     | B                     | C                       | D                      |
|--------------|-----------------------|-----------------------|-------------------------|------------------------|
| LPV DA       | 4985/24               |                       | 250 (300-½)             |                        |
| LNAV/VNAV DA | 5092/40               |                       | 357 (400-¾)             |                        |
| LNAV MDA     | 5140/24               |                       | 405 (400-½)             | 5140/50<br>405 (400-1) |
| CIRCLING     | 5200-1<br>456 (500-1) | 5220-1<br>476 (500-1) | 5260-1½<br>516 (600-1½) | 5340-2<br>596 (600-2)  |

ELEV 4744





|  |                        |   |
|--|------------------------|---|
| VOR/DME IDA<br><b>113.85</b><br>Chan <b>85</b> (Y) | APP CRS<br><b>028°</b> | Rwy Idg <b>9002</b><br>TDZE <b>4744</b><br>Apt Elev <b>4744</b> |
|--|------------------------|---|

VOR RWY 2  
IDAHO FALLS RGNL (IDA)



**MISSED APPROACH:** Climb to 6000 then climbing left turn to 7000 direct IDA VOR/DME and hold.

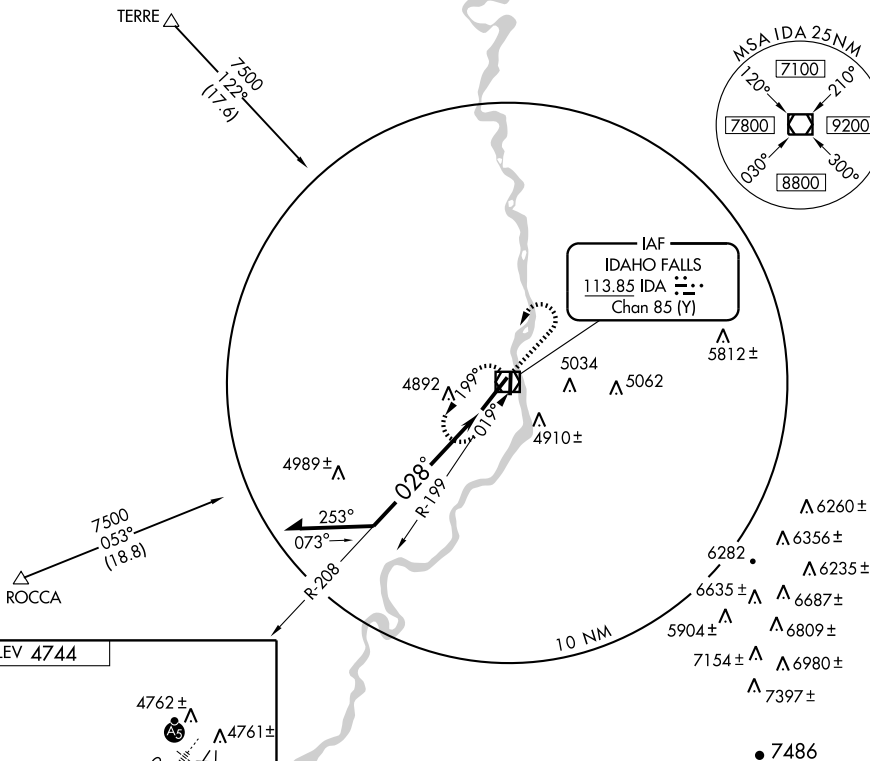
ATIS  
**135.325**

SALT LAKE CENTER  
128.35 239.25

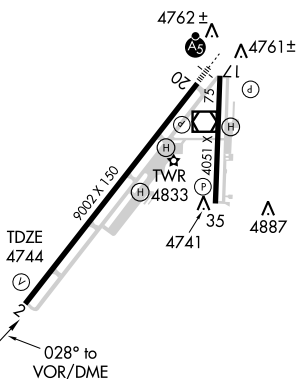
IDAHO FALLS TOWER★  
118.5 (CTAF) **L** 257.8

GND CON  
**121.7**

CLNC DE  
**121.7**

UNICOM  
122.95

ELEV 4744



REIL Rwy 2 **L**  
HIRL Rwy 2-20 **L**  
MIRL Rwy 17-35

Remain  
within 10 NM

VOR/DME

6000

7000

IDA



6500

CATEGORY

*A*

|  |  |
|--|--|
|  |  |
|--|--|

|  |   |
|--|---|
|  | B |
|--|---|

S-2

5

5.

556 (600-1)

C

---

00-1½  
(400, 114)



5300-13 $\frac{1}{4}$

IDAHO FALLS RGNL (IDA)

IDAHO FALLS, IDAHO

Amdt 6B 10210

43°31'N-112°04'W

VOR RWY 2

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010

|  |                        |   |
|--|------------------------|---|
| VOR/DME IDA<br><b>113.85</b><br>Chan <b>85</b> (Y) | APP CRS<br><b>192°</b> | Rwy Idg<br>TDZE <b>4735</b><br>Apt Elev <b>4744</b> |
|--|------------------------|---|

# VOR RWY 20

IDAHO FALLS RGNL (IDA)

**⚠** When local altimeter setting not received, use Rexburg-Madison County altimeter setting and increase all MDA 80 feet and increase all Cat B visibilities  $\frac{1}{4}$  mile and increase all Cat C and D visibilities  $\frac{1}{2}$  mile.  
**⚠** When VGSI inoperative, circling Rwy 35 NA at night.  
 VDP NA when using Rexburg-Madison County altimeter setting.

MALSR



MISSED APPROACH: Climb to 7000 then right turn direct IDA VOR/DME and hold.

ATIS  
**135.325**

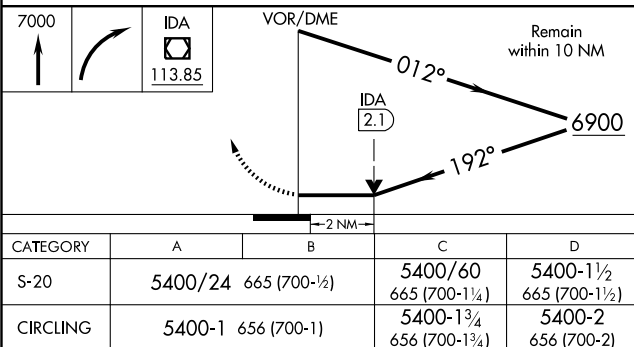
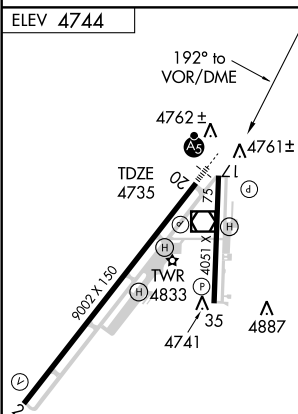
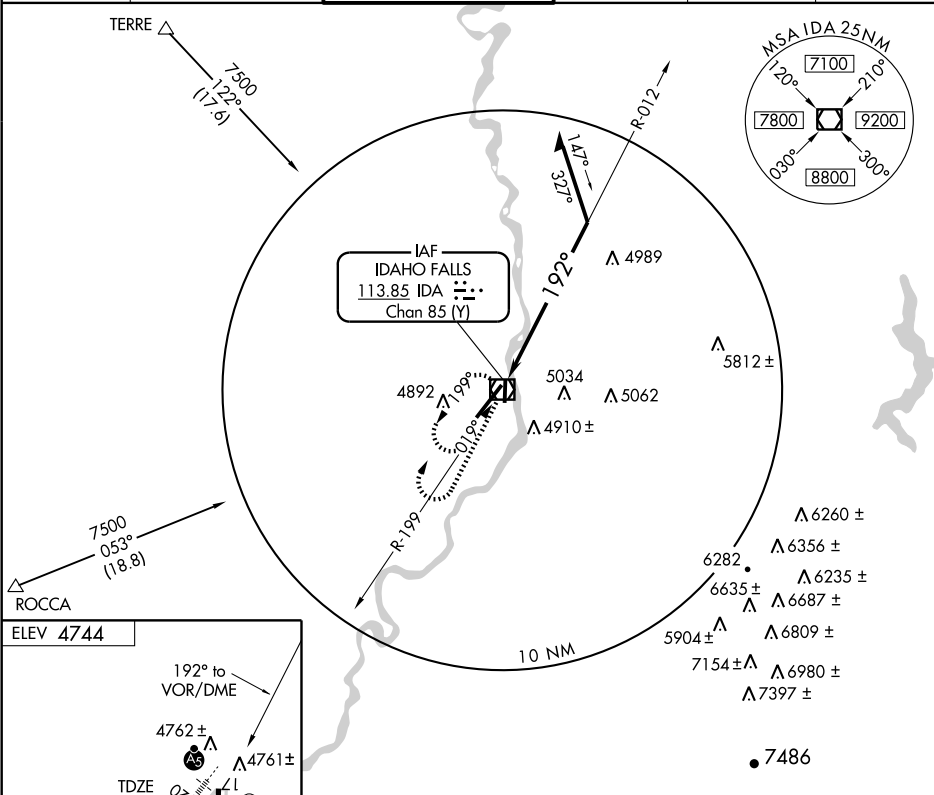
SALT LAKE CENTER  
**128.35 239.25**

IDAHO FALLS TOWER\*  
**118.5 (CTAF) 0 257.8**

GND CON  
**121.7**

CLNC DEL  
**121.7**

UNICOM  
**122.95**



REIL Rwy 2 0  
 HIRL Rwy 2-20 0  
 MIRL Rwy 17-35

IDAHO FALLS, IDAHO  
 Amdt 10 10154

43°31'N-112°04'W

IDAHO FALLS RGNL (IDA)  
**VOR RWY 20**

**JEROME CO** (JER) 3 E UTC-7(-6DT) N42°43.60' W114°27.40'

4053 B S4 FUEL 100LL, JET A NOTAM FILE JER

RWY 09-27: H5001X75 (ASPH) S-12.5 MIRL 1.8% up E

RWY 09: PAPI(P4L)—GA 3.0° TCH 40'. Rgt tfc.

RWY 27: Fence.

**AIRPORT REMARKS:** Attended continuously. Deer and wildlife on arpt.

CAUTION: Tower 690' AGL located 1.8 NM east-northeast of arpt.

Reflectors on parallel twy. ACTIVATE MIRL Rwy 09-27 and arpt bcn—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.225 (208) 324-7076.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

TWIN FALLS APP/DEP CON 126.7 (1300-0400Z‡)

SALT LAKE CENTER APP/DEP CON 118.05 (0400-1300Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TWF.

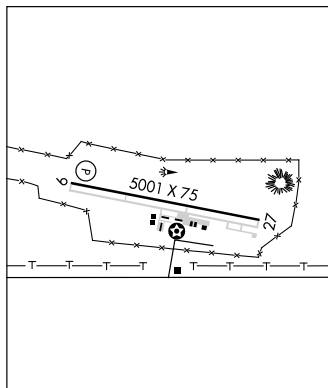
TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79'

W114°29.37' 348° 14.9 NM to fld. 4140/18E.

SALT LAKE CITY

H-3C, L-11C

IAP



**JOHNSON CREEK** (See YELLOW PINE)

**JOSLIN FLD—MAGIC VALLEY RGNL** (See TWIN FALLS)

**KAMIAH MUNI** (S73) 1 SE UTC-8(-7DT) N46°13.19' W116°00.83'

GREAT FALLS

1194 TPA—2194(1000) NOTAM FILE BOI

RWY 14-32: 3000X90 (TURF) LIRL (NSTD)

RWY 14: Brush. Rgt tfc.

RWY 32: Fence.

**AIRPORT REMARKS:** Attended irregularly. Numerous obstructions on both rwy apchs. Downdrafts prevalent over river on

Rwy 32 apch. Canadian geese on and in vicinity of arpt. Not recommended transient pilots land after dark

without first becoming familiar with arpt due to high terrain 0.5 mi from rwy. For rwy conditions during winter months call arpt manager 208-935-0089. ACTIVATE LIRL Rwy 14-32—CTAF.

**COMMUNICATIONS:** CTAF 122.9

## KELLOGG

**SHOSHONE CO** (S83) 3 W UTC-8(-7DT) N47°32.84' W116°11.34'

GREAT FALLS

2227 B S3 FUEL 100LL TPA—3227(1000) NOTAM FILE BOI

RWY 07-25: H5316X75 (ASPH) S-14 MIRL

RWY 07: Tree. Rgt tfc.

RWY 25: Thld dsplcd 335'. Tree.

**AIRPORT REMARKS:** Attended daylight hours. ACTIVATE MIRL Rwy

07-25—CTAF.

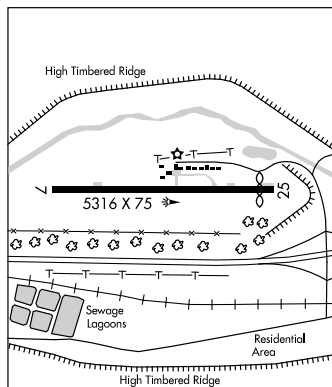
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLP.

MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 N47°27.42'

W115°38.76' 264° 22.7 NM to fld. 6100/20E. HIWAS.

H-1C, L-13B



APP CRS **086°**  
 Rwy ldg **5001**  
 TDZE **4019**  
 Apt Elev **4053**

# RNAV (GPS) RWY 9

## JEROME COUNTY (JER)

**⚠** Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Twin Falls altimeter setting and increase all MDA 60 feet, and increase LNAV Cat. D visibility ¼ mile.

**MISSED APPROACH:**  
 Climbing right turn to 6500  
 direct LAHEW and hold.

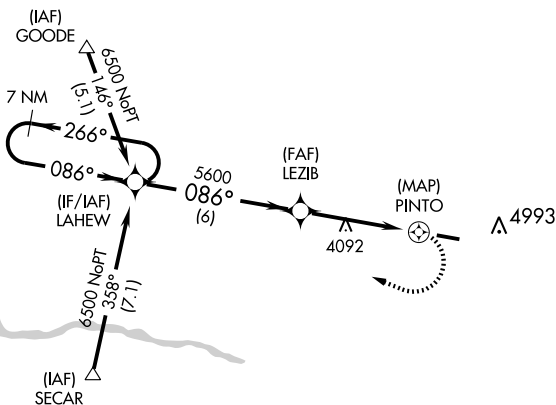
ASOS  
**135.225**

TWIN FALLS APP CON ★  
**126.7 353.75**

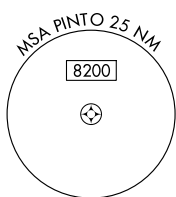
SALT LAKE CENTER  
**118.05 363.0**

UNICOM  
**122.8 (CTAF) 0**

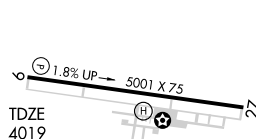
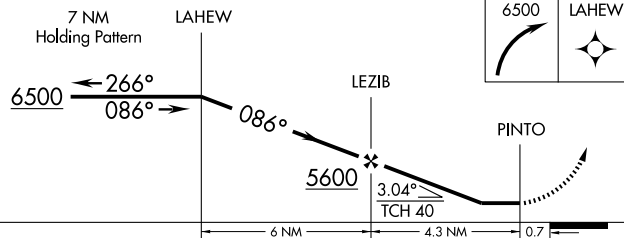
Procedure NA for arrivals at GOODE  
 via V4 northwest bound and V293  
 northwest bound.



Procedure NA for arrivals at SECAR  
 via V253 southeast bound.



ELEV 4053



| CATEGORY | A                     | B                     | C                       | D                     |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|
| LNAV MDA | 4420-1                | 401 (400-1)           | 4420-1¼                 | 401 (400-1¼)          |
| CIRCLING | 4480-1<br>427 (500-1) | 4560-1<br>507 (600-1) | 4560-1½<br>507 (600-1½) | 4620-2<br>567 (600-2) |

MIRL Rwy 9-27 0

# RNAV (GPS) RWY 27

## JEROME COUNTY (JER)

**MISSED APPROACH:**  
Climb to 6500 direct  
LAHEW and hold.

UNICOM  
122.8 (CTAF) **L**

LAHEW

(IAF)  
SHONE

610  
281  
16.4)


(IAF)  
BURLEY  
BYI

MSA RWZ7 25 NM

8400

ELEV 4053

Procedure NA for arrivals at DRYAD  
via V484 southeast bound.

|   |   |
|---|---|
| 6500  | LAHEW   |
|  |  |

FANCO

Diagram illustrating a road layout with a 1.8% UP grade, a 5001 X 75 intersection, a TDZE of 4053, and a 266° turn to the right.

RW27

6100

Procedure  
Turn  
NA

[illegible]

GS 3.0  
TCH 5

|          |                           |                           |        |               |   |
|----------|---------------------------|---------------------------|--------|---------------|---|
|          | 4.9 NM                    |                           | 6.1 NM |               |   |
| CATEGORY | A                         |                           | B      | C             | D |
| LPV DA   | 4434-1¼ 381 (400-1¼)      |                           |        |               |   |
| LNAV MDA | 5300-1¼<br>1247 (1300-1¼) | 5300-1½<br>1247 (1300-1½) | 5300-3 | 1247 (1300-3) |   |
| CIRCLING | 5300-1¼<br>1247 (1300-1¼) | 5300-1½<br>1247 (1300-1½) | 5300-3 | 1247 (1300-3) |   |

MIRL Rwy 9-27 

JEROME COUNTY (JER)  
RNAV (GPS) RWY 27

|   |                        |  |
|---|------------------------|--|
| VORTAC TWF<br><b>115.8</b><br>Chan <b>105</b> | APP CRS<br><b>346°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>4053</b> |
|---|------------------------|--|

# VOR/DME-A

JEROME COUNTY (JER)

**⚠** Circling NA north of Rwy 9-27. When local altimeter setting not received, use Twin Falls altimeter setting and increase all MDA 60 feet.

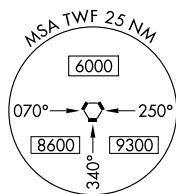
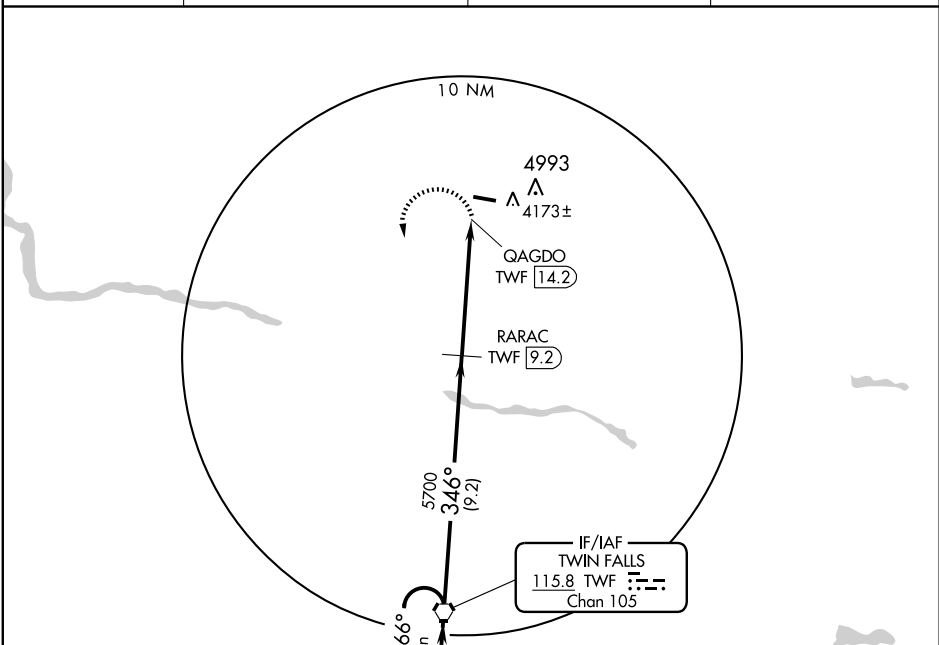
**MISSED APPROACH:** Climbing left turn to 8000 direct TWF VORTAC and hold, continue climb-in-hold to 8000.

ASOS  
**135.225**

TWIN FALLS APP CON ★  
**126.7 353.75**

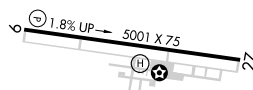
SALT LAKE CENTER  
**118.05 363.0**

UNICOM  
**122.8 (CTAF) 0**



NoPT for arrival on TWF VORTAC via V142 westbound and V269 southwest bound and V293 northbound.

ELEV 4053



One Minute  
Holding Pattern

VORTAC

8000 ← 166°  
346° →

RARAC  
TWF [9.2]

346°

5700

QAGDO  
TWF [14.2]

8000

TWF  
115.8

9.2 NM

5 NM

| CATEGORY | A      | B           | C                       | D                     |
|----------|--------|-------------|-------------------------|-----------------------|
| CIRCLING | 4580-1 | 527 (600-1) | 4580-1½<br>527 (600-1½) | 4620-2<br>567 (600-2) |

346° 5 NM  
from FAF

MIRL Rwy 9-27 0

# AIRPORT DIAGRAM

LEWISTON-NEZ PERCE COUNTY (LWS)

LEWISTON, IDAHO

ASOS

135.575

LEWISTON TOWER★

119.4 318.8

GND CON

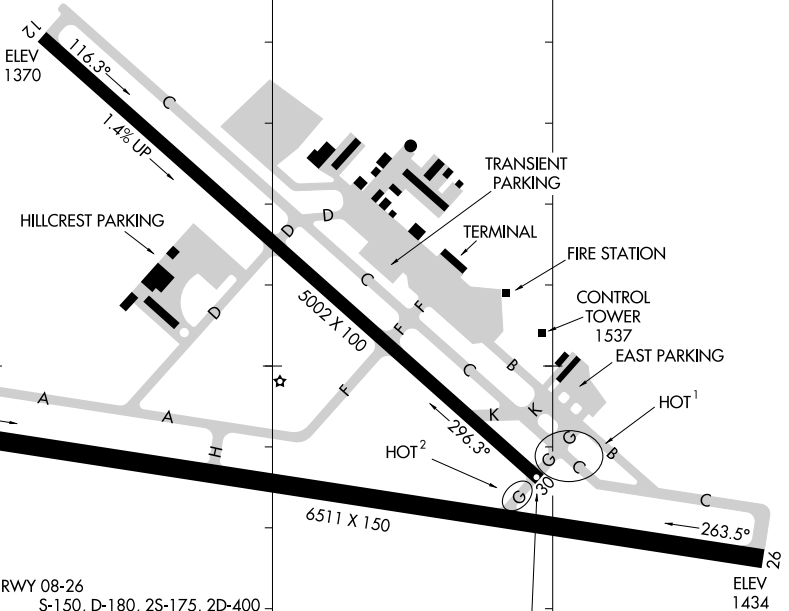
121.9

AL-515 (FAA)



JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.2° W

- 46°23'N -



RWY 08-26  
S-150, D-180, 2S-175, 2D-400

RWY 12-30  
S-70, D-94, 2S-119, 2D-150

FIELD  
ELEV  
1442

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

117° 01.5'W

117° 01.0'W

117° 00.5'W

- 46°22'N -

# AIRPORT DIAGRAM

LEWISTON, IDAHO

LEWISTON-NEZ PERCE COUNTY (LWS)

**LEADORE** (U000) 0 S UTC-7(-6DT) N44°40.39' W113°21.15'

GREAT FALLS

6018 NOTAM FILE BOI

**RWY 11-29:** 3500X140 (ASPH-TURF) RWY LGTS (NSTD)

**RWY 11:** Poles. **RWY 29:** Fence.

**RWY 16-34:** 2900X90 (TURF)

**RWY 16:** Building. **RWY 34:** Fence.

**AIRPORT REMARKS:** Unattended. Numerous buildings in apch to Rwy 11. Rwy 11-29 2300' asph section starting at Rwy 11 end. Rwy 16 -3' road at 200' on centerline, +30' pole 250' 60' left, numerous other obstruction to +10' at 100' to 400' in the apch zone. Agricultural irrigation equipment +15' may be located within 50' of AER 34. Rwy 11-29 surface rough. Rwy 16-34 surface rough. Rwy 11 last 1200' not lgtd.

**COMMUNICATIONS:** CTAF 122.9

**LEE WILLIAMS MEM** (See MIDVALE)

**LEMHI CO** (See SALMON)

## LEWISTON

**LEWISTON-NEZ PERCE CO** (LWS) 2 S UTC-8(-7DT) N46°22.47' W117°00.92'

SEATTLE

1442 B S4 **FUEL** 100, 100LL, JET A TPA—See Remarks Class I, ARFF Index A

H-1C, L-13B

NOTAM FILE LWS

IAP, AD

**RWY 08-26:** H6511X150 (ASPH-PFC) S-150, D-180, 2S-175, 2D-400 HIRL

**RWY 08:** REIL. VASI(V4L)—GA 3.0° TCH 45'. Rgt tfc.

**RWY 26:** MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Tree.

**RWY 12-30:** H5002X100 (ASPH-GRVD) S-70, D-94, 2S-119, 2D-150 MIRL 1.4% up SE

**RWY 12:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Rgt tfc.

**RWY 30:** VASI(V4R)—GA 3.0° TCH 47'. Antenna.

**AIRPORT REMARKS:** Attended 1330-0500Z. CLOSED to unscheduled air carrier ops with more than 30 passenger seats 1500-0100Z except PPR call arpt manager 208-746-7962 other times call station number 4 208-743-0172. Frequent no radio agricultural acft activity in/ov arpt. TPA—Heavy and turbine powered acft 3002(1560) all others 2502(1060). When twr clsd ACTIVATE MALSR Rwy 26, REIL Rwy 08 and Rwy 12—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.575 (208) 746-4185. LAWRS.

**COMMUNICATIONS:** CTAF 119.4 UNICOM 122.95

RCO 122.35 (BOISE RADIO)

SEATTLE CENTER APP/DEP CON 123.95

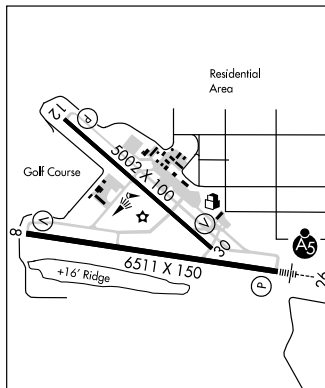
TOWER 119.4 (1400-0600Z) GND CON 121.9

**AIRSPACE:** CLASS D svc 1400-0600Z other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LWS.

**NEZ PERCE (L) VOR/DME** 108.2 MQG Chan 19 N46°22.89' W116°52.17' 246° 6.1 NM to fld. 1720/20E. DME unmonitored.

**ILS** 109.7 I-LWS Rwy 26. Class IE. ILS unmonitored when tower closed. Autopilot coupled approaches not applicable bto 2500 ft.



**SNAKE RIVER SPB** (78U) 1 SW UTC-8(-7DT) N46°23.99' W117°03.06'

SEATTLE

735 NOTAM FILE BOI

**WATERWAY N-S:** 3000X150 (WATER)

**WATERWAY S:** P-line.

**SEAPLANE REMARKS:** Attended Apr-Oct 1500Z—dusk and Nov-Mar irregularly. P-lines cross Snake River north, south above and below landing area. Bridge across Snake River N of landing area. CAUTION: Landing area within Lewiston-Nez Perce County CLASS D airspace, etc Lewiston twr. Waterway N-S waterlane length and width varies. Heavy boat traffic in vicinity of Seaplane Base.

**COMMUNICATIONS:** CTAF 122.9

**LIBERATOR** N42°58.96' W115°46.46' NOTAM FILE BOI.

SALT LAKE CITY

(L) VORW 114.9 LIA 354° 9.1 NM to Mountain Home Muni.

L-111



|                           |                        |                             |   |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-LWS<br><b>109.7</b> | APP CRS<br><b>264°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6511</b><br><b>1442</b><br><b>1442</b> |
|---------------------------|------------------------|-----------------------------|---|

**ILS RWY 26**

LEWISTON-NEZ PERCE COUNTY (LWS)

When local altimeter setting not received, procedure NA.  
Autopilot coupled approach NA below 2500.



MISSED APPROACH: Climb to 3000 then climbing  
left turn to 5300 direct MQG VOR/DME and hold,  
continue climb-in-hold to 5300.

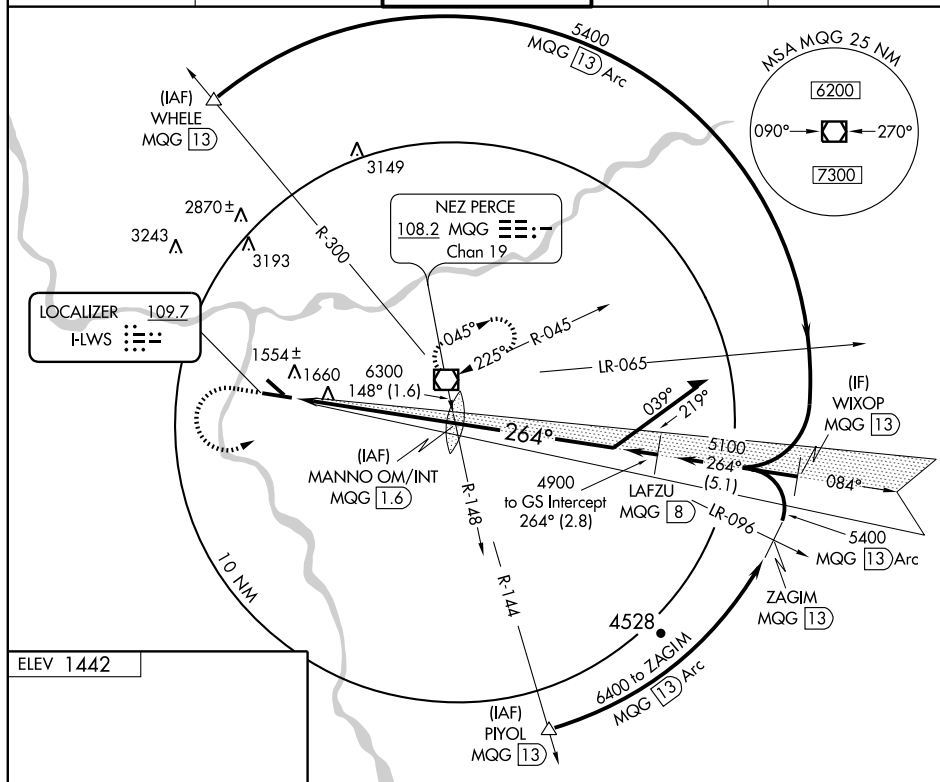
ASOS  
**135.575**

SEATTLE CENTER  
**123.95 290.55**

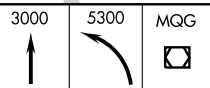
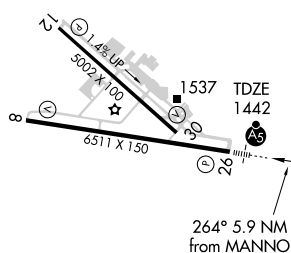
LEWISTON TOWER\*  
**119.4 (CTAF) 318.8**

GND CON  
**121.9**

UNICOM  
**122.95**

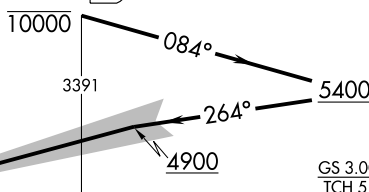


ELEV 1442



MANNO OM/INT  
MQG 1.6

Remain  
within 10 NM



GS 3.00°  
TCH 51

CATEGORY

A

B

C

D

S-ILS 26

1642-½ 200 (200-½)

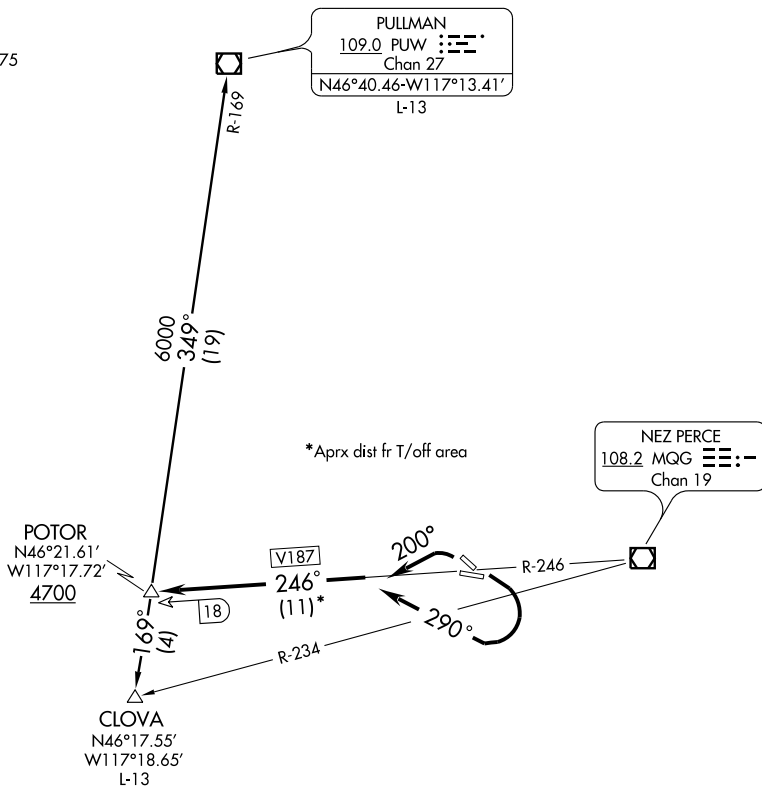
## POTOR TWO DEPARTURE

SL-515 (FAA)

LEWISTON-NEZ PERCE COUNTY (LWS)

LEWISTON, IDAHO

GND CON  
121.9  
CTAF 119.4  
ASOS 135.575



NOTE: Departures may be restricted to cross POTOR INT at 5000.

NOTE: Minimum climb required- Rwy 26 and 30-300'/NM to 4700' (750 FPM/150K IAS, 1000 FPM/200K IAS).

Rwy 8 and 12-270'/NM to 4700' (675 FPM/150K IAS, 900 FPM/200K IAS) or 4600' ceiling and three miles visibility.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8, 12: Turn right heading 290°. Thence....

TAKE-OFF RUNWAYS 26, 30: Turn left heading 200°. Thence....

....Intercept and proceed via MQG R-246 (V187) to POTOR INT. Thence via (assigned route) or (transition).

CLOVA TRANSITION (POTOR2.CLOVA): From over POTOR INT via PUW R-169 to CLOVA INT.

PULLMAN TRANSITION (POTOR2.PUW): From over POTOR INT via PUW R-169 to PUW VOR/DME.

## POTOR TWO DEPARTURE

(POTOR2.POTOR) 10154

LEWISTON, IDAHO

LEWISTON-NEZ PERCE COUNTY (LWS)

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

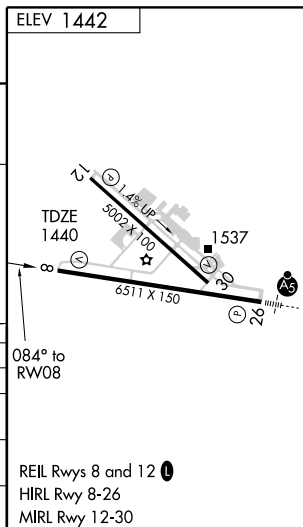
# RNAV (GPS) Y RWY 8

## LEWISTON-NEZ PERCE COUNTY (LWS)

**MISSED APPROACH:** Climb to 6000 direct HOSOV and via track 047° to FIPGI, and left turn via track 292° to PUW VOR/DME and hold.

UNICOM  
122.95

NW-1. 26 AUG 2010 to 23 SEP 2010



REIL Rwy 8 and 12 **L**  
HIRL Rwy 8-26  
MIRL Rwy 12-30

LEWISTON-NEZ PERCE COUNTY (LWS)

46°22'N - 117°01'W

RNAV (GPS) Y RWY 8

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>56500</b><br><b>W12A</b> | APP CRS<br><b>117°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>5002</b><br><b>1415</b><br><b>1442</b> |
|--|------------------------|--|

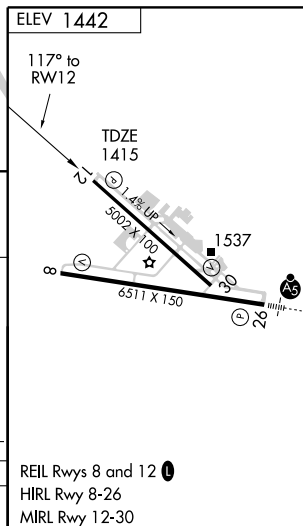
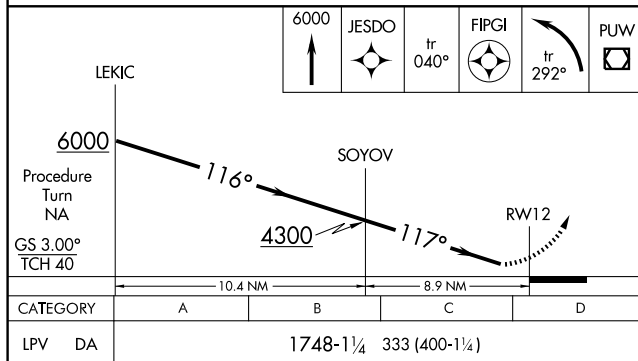
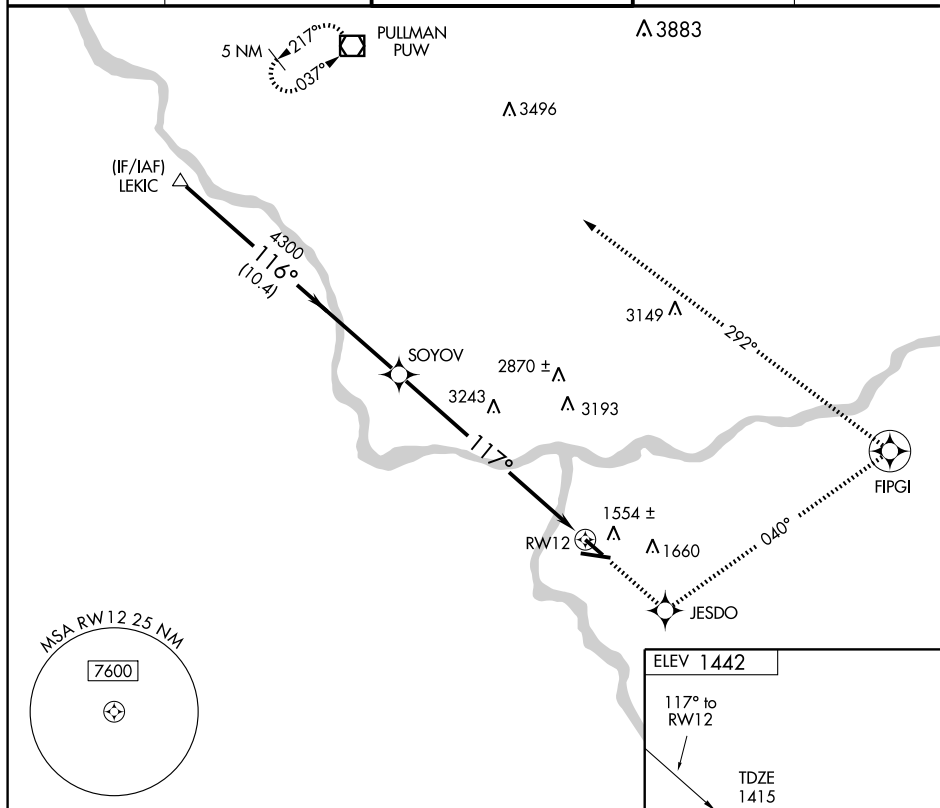
# RNAV (GPS) Y RWY 12

LEWISTON-NEZ PERCE COUNTY (LWS)

**▼** When local altimeter setting not received, procedure NA.  
DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 6000 direct JESDO and via track 040° to FIPGI, and left turn via track 292° to PUW VOR/DME and hold.

|                        |  |   |                         |                         |
|------------------------|--|---|-------------------------|-------------------------|
| ASOS<br><b>135.575</b> | SEATTLE CENTER<br><b>123.95 290.55</b> | LEWISTON TOWER ★<br><b>119.4 (CTAF) 0 318.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|-------------------------|-------------------------|



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>78012</b><br><b>W26A</b> | APP CRS<br><b>264°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>6511</b><br><b>1442</b> |
|--|------------------------|---|

# RNAV (GPS) Y RWY 26

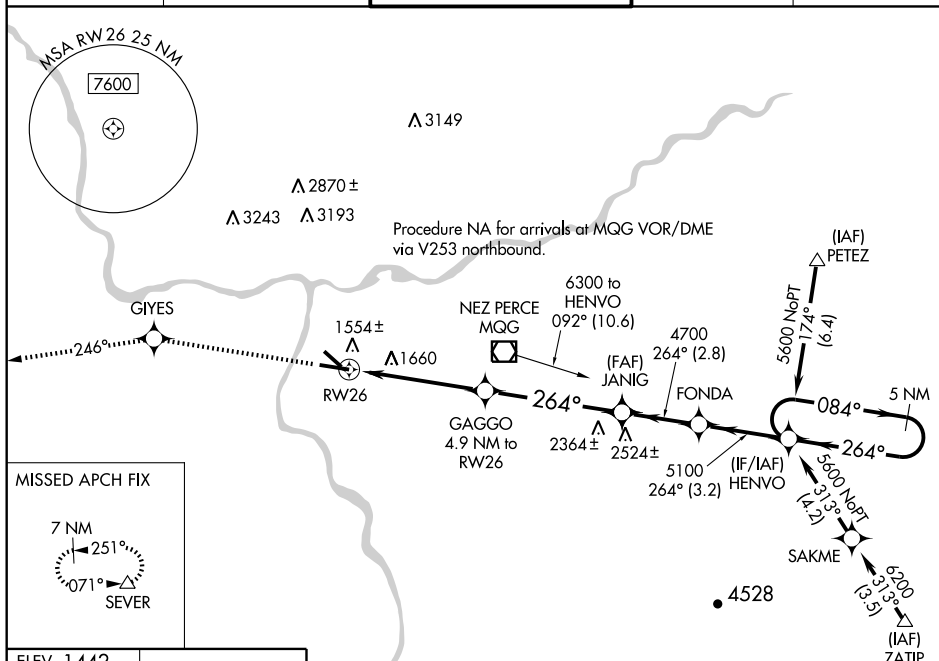
LEWISTON-NEZ PERCE COUNTY (LWS)

**▼** When local altimeter setting not received, procedure NA.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.



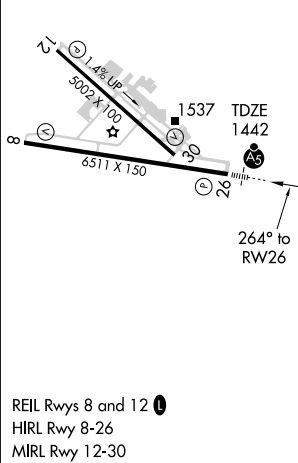
**MISSED APPROACH:** Climb to 7000 direct GIYES and via track 246° to SEVER and hold, continue climb-in-hold to 7000.

|                        |  |   |                         |                         |
|------------------------|--|---|-------------------------|-------------------------|
| ASOS<br><b>135.575</b> | SEATTLE CENTER<br><b>123.95 290.55</b> | LEWISTON TOWER ★<br><b>119.4 (CTAF) 318.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|-------------------------|-------------------------|



NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010



| CATEGORY     | A                    | B                    | C                    | D                    |
|--------------|----------------------|----------------------|----------------------|----------------------|
| LPV DA       | 1642-1½ 200 (200-½)  |                      |                      |                      |
| LNAV/VNAV DA | 1962-1¼ 520 (600-1¼) |                      |                      |                      |
| LNAV MDA     | 1920-½ 478 (500-½)   | 1920-¾ 478 (500-¾)   | 1920-1 478 (500-1)   | 1920-1 478 (500-1)   |
| CIRCLING     | 1920-1 478 (500-1)   | 1960-1½ 518 (600-1½) | 2160-2¼ 718 (800-2¼) | 2160-2¼ 718 (800-2¼) |

LEWISTON, IDAHO

Orig-A 03JUN10

46°22'N - 117°01'W

LEWISTON-NEZ PERCE COUNTY (LWS)

RNAV (GPS) Y RWY 26





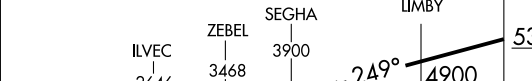
RNAV (RNP) RWY 30  
LEWISTON-NEZ PERCE COUNTY (LWS)

**MISSED APPROACH:** Climb to 6000 via track 297° to HERAG and via left turn to VESZY and via left turn to ISEKE and via track 020° to MQG VOR/DME and hold.

UNICOM  
122.95

NW-1. 26 AUG 2010 to 23 SEP 2010

Diagram illustrating the TDZE 1442 approach. The diagram shows a 4.8% up-slope from 5002 x 100 to 5137 x 150. A 297° bearing is indicated to RW30. Various navigation aids and markers are shown, including a star symbol and a circle with 'A5'.

|   |  |  |  |         |  |       |                         |
|---|--|--|--|---------|--|-------|-------------------------|
| 6000<br>↑<br>tr 297°  | HERAG<br> | VESZY<br> | ISEKE<br> | tr 020° | MQG<br> | UDAGE | Procedure<br>Turn<br>NA |
|  |  |  |  |         |  |       |                         |
| CATEGORY  | A  |  | B  |         | C  |       | D                       |
| RNP 0.30 DA   |  |  | [760-1]  |         | 318 (400-1)  |       |                         |

REIL Rwy 8 and 12 **L**  
HIRL Rwy 8-26  
MIRL Rwy 12-30

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

LEWISTON-NEZ PERCE COUNTY (LWS)  
RNAV (RNP) RWY 30

46°22'N - 117°01'W

APP CRS **084°**  
 Rwy Idg **6511**  
 TDZE **1440**  
 Apt Elev **1442**

# RNAV (RNP) Z RWY 8

LEWISTON-NEZ PERCE COUNTY (LWS)

**GPS required.** For uncompensated Baro-VNAV systems, procedure NA below -16°C (3°F) or above 46°C (115°F). When VGSI inop, procedure NA at night.

**MISSED APPROACH:** Climb to 6000 via track 084° to FEVNI and via track 057° to OFINO and hold.

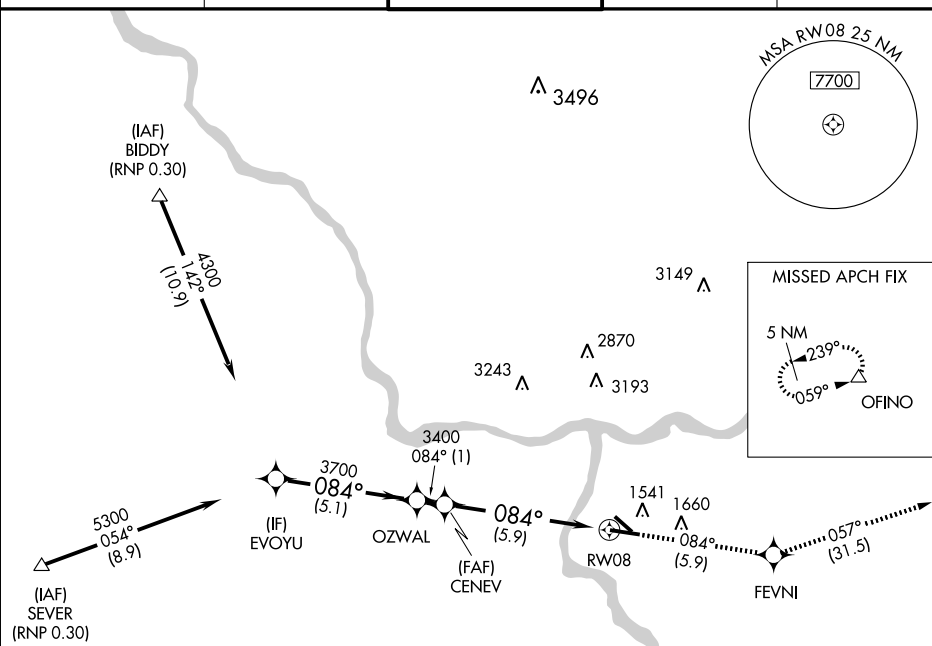
ASOS  
**135.575**

SEATTLE CENTER  
**123.95 290.55**

LEWISTON TOWER ★  
**119.4 (CTAF) 318.8**

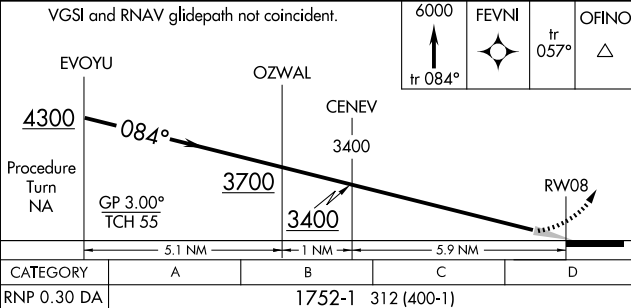
GND CON  
**121.9**

UNICOM  
**122.95**



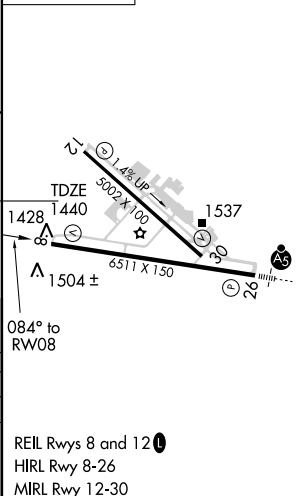
Procedure NA for arrivals at SEVER via V187 westbound.

VGSI and RNAV glidepath not coincident.



**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

ELEV **1442**



REIL Rwy 8 and 12  
 HIRL Rwy 8-26  
 MIRL Rwy 12-30

**RNAV (RNP) Z RWY 12**  
LEWISTON-NEZ PERCE COUNTY (LWS)

**MISSED APPROACH:** Climb to 6000 via track 117° to VOSKY and via left turn to EVHOG and via track 050° to OFINO and hold.

UNICOM  
122.95

REIL Rwy 8 and 12 **L**  
HIRL Rwy 8-26  
MIRL Rwy 12-30

NW-1. 26 AUG 2010 to 23 SEP 2010

LEWISTON-NEZ PERCE COUNTY (LWS)  
RNAV (RNP) Z RWY 12



APP CRS **264°**  
Rwy Idg **6511**  
TDZE **1442**  
Apt Elev **1442**

# RNAV (RNP) Z RWY 26

LEWISTON-NEZ PERCE COUNTY (LWS)

**GPS Required.** For uncompensated Baro-VNAV systems, procedure NA below -16°C (3°F) or above 46°C (115°F). For inoperative MALSR, increase RNP 0.20 visibility all Cats to 1 mile and RNP 0.30 visibility all Cats to 2 miles.

MALSR



**MISSED APPROACH:** Climb to 7000 via track 264° to CENEV and via track 246° to SEVER and hold, continue climb-in-hold to 7000.

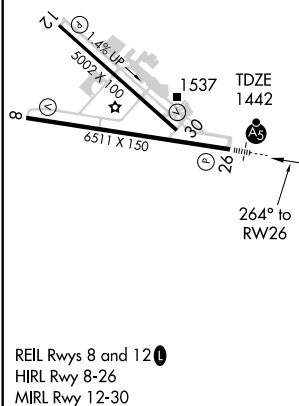
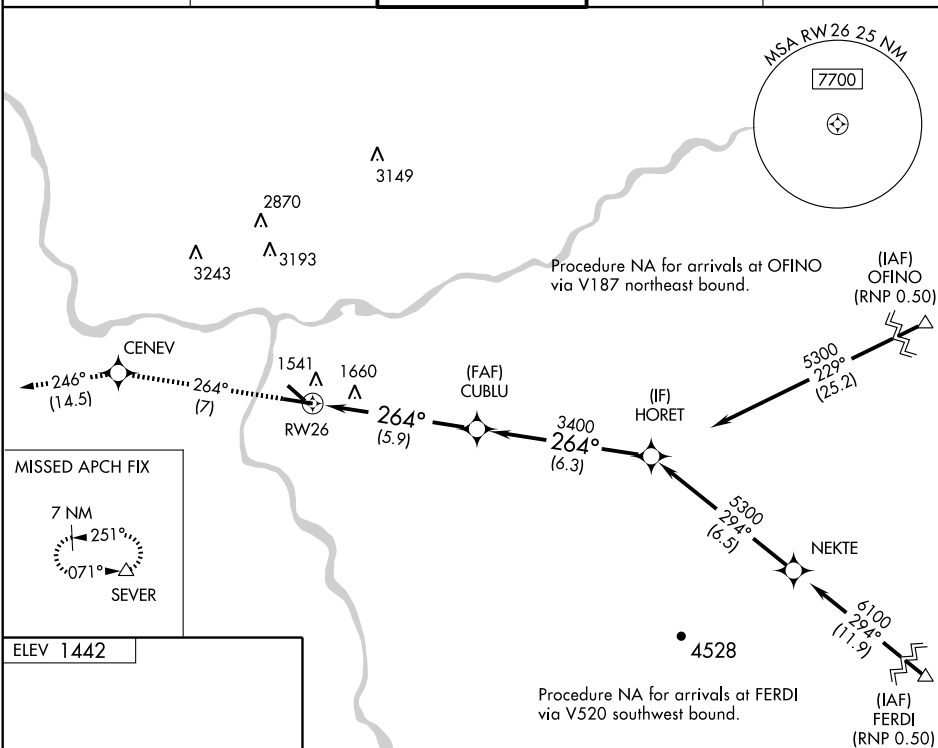
ASOS  
**135.575**

SEATTLE CENTER  
**123.95 290.55**

LEWISTON TOWER★  
**119.4 (CTAF) 318.8**

GND CON  
**121.9**

UNICOM  
**122.95**



| CATEGORY    | A        | B             | C | D |
|-------------|----------|---------------|---|---|
| RNP 0.20 DA | 1715-1/2 | 273 (300-1/2) |   |   |
| RNP 0.30 DA | 2003-1/2 | 561 (600-1/2) |   |   |

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

|   |                        |                             |   |
|---|------------------------|-----------------------------|---|
| VOR/DME MQG<br><b>108.2</b><br>Chan <b>19</b> | APP CRS<br><b>066°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6511</b><br><b>1440</b><br><b>1442</b> |
|---|------------------------|-----------------------------|---|

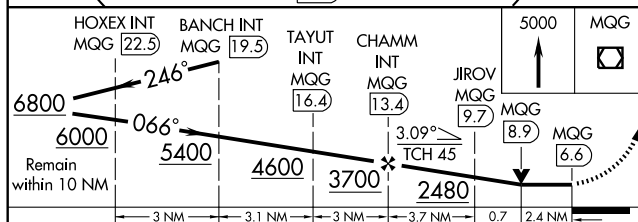
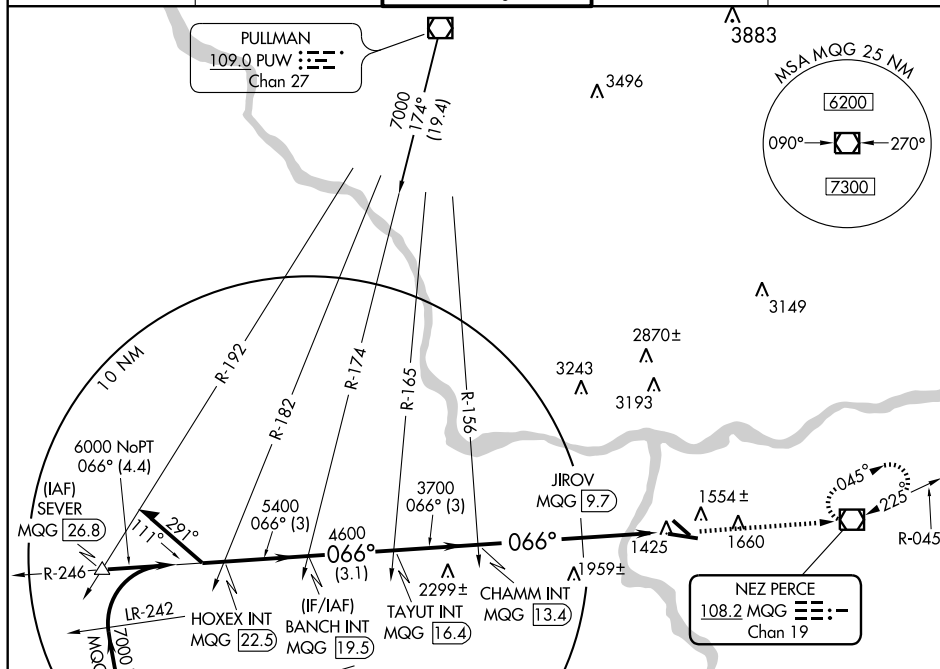
## VOR RWY 8

LEWISTON-NEZ PERCE COUNTY (LWS)

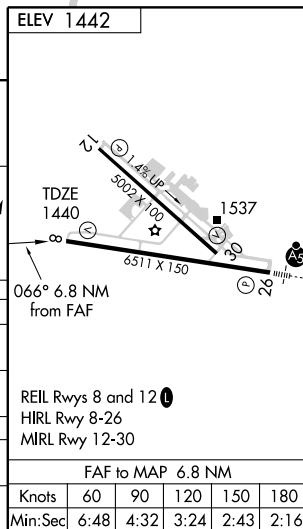


MISSED APPROACH: Climb to 5000 direct MQG VOR/DME and hold, continue climb-in-hold to 5000.

|                        |  |   |                         |                         |
|------------------------|--|---|-------------------------|-------------------------|
| ASOS<br><b>135.575</b> | SEATTLE CENTER<br><b>123.95 290.55</b> | LEWISTON TOWER ★<br><b>119.4 (CTAF) 0 318.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|-------------------------|-------------------------|



| CATEGORY           | A                         | B                         | C                       | D                       |
|--------------------|---------------------------|---------------------------|-------------------------|-------------------------|
| S-8                | 2480-1¼<br>1040 (1100-1¼) | 2480-1½<br>1040 (1100-1½) | 2480-3                  | 1040 (1100-3)           |
| CIRCLING           | 2480-1¼<br>1038 (1100-1¼) | 2480-1½<br>1038 (1100-1½) | 2480-3                  | 1038 (1100-3)           |
| JIROV FIX MINIMUMS |                           |                           |                         |                         |
| S-8                | 2220-1<br>780 (800-1)     | 2220-1¼<br>780 (800-¼)    | 2220-2¼<br>780 (800-2¼) | 2220-2½<br>780 (800-2½) |
| CIRCLING           | 2220-1<br>778 (800-1)     | 2220-1¼<br>778 (800-¼)    | 2220-2¼<br>778 (800-2¼) | 2220-2½<br>778 (800-2½) |



|   |                        |   |
|---|------------------------|---|
| VOR/DME MQG<br><b>108.2</b><br>Chgn <b>19</b> | APP CRS<br><b>242°</b> | Rwy Idg <b>6511</b><br>TDZE <b>1442</b><br>Apt Elev <b>1442</b> |
|---|------------------------|---|

VOR RWY 26  
LEWISTON-NEZ PERCE COUNTY (LWS)

**T** Inoperative table does not apply to S-26 Cats C and D.  
**A** When local altimeter setting not received, procedure NA.

MALSR

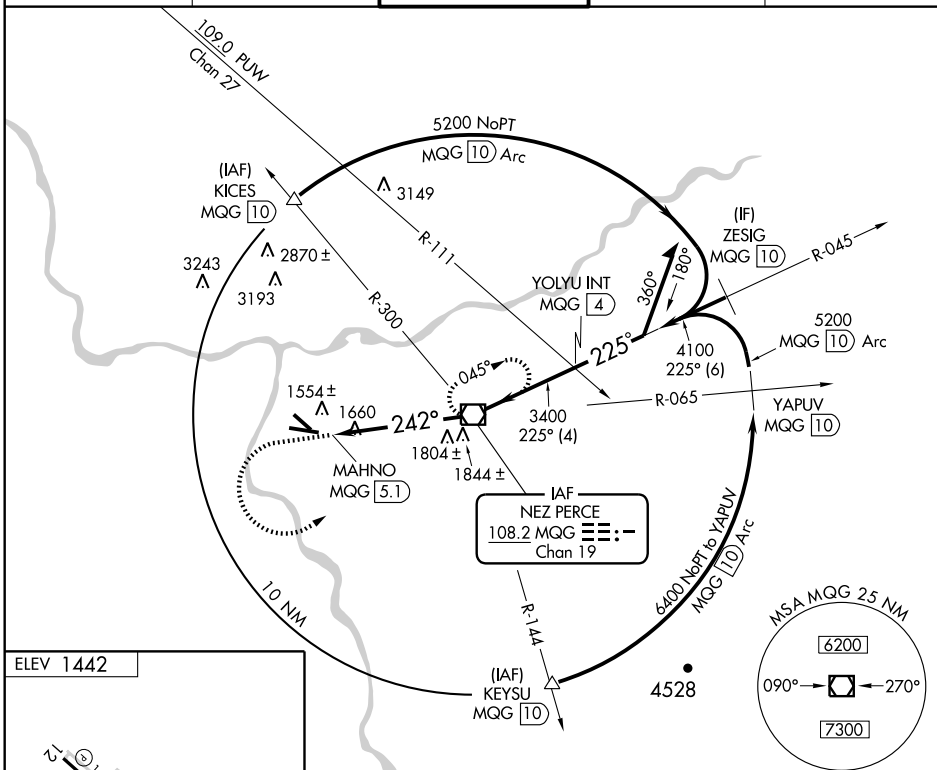
**MISSED APPROACH:** Climb to 2600 then climbing left turn to 5000 direct MQG VOR/DME and hold, continue climb-in-hold to 5000.

ASOS  
135.575

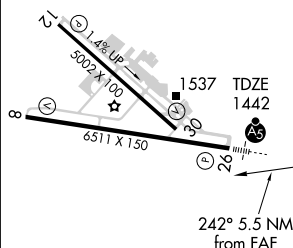
SEATTLE CENTER  
123.95 290.55

LEWISTON TOWER★  
119.4 (CTAF) 318.8

GND CON  
121.9

UNICOM  
122.95

ELEV 1442

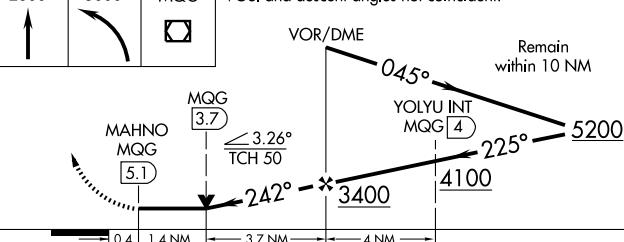


REIL Rwy 8 and 12 **L**  
HIRL Rwy 8-26  
MIRL Rwy 12-30

FAF to MAP 5.1 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

|      |      |     |   |
|------|------|-----|---|
| 2600 | 5000 | MQG | VGS  and descent angles not coincident. |
|------|------|-----|---|



| CATEGORY | A                      | B | C                             | D                             |
|----------|------------------------|---|-------------------------------|-------------------------------|
| S-26     | 2060-1/2 618 (700-1/2) |   | 2060-1 3/4<br>618 (700-1 3/4) | 2060-2<br>618 (700-2)         |
| CIRCLING | 2060-1 618 (700-1)     |   | 2060-1 3/4<br>618 (700-1 3/4) | 2160-2 1/4<br>718 (800-2 1/4) |

LEWISTON, IDAHO  
Amdt 13 10210

LEWISTON-NEZ PERCE COUNTY (LWS)

46°22'N - 117°01'W

VOR RWY 26

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010

**MC CALL MUNI** (MYL) O S UTC-7(-6DT) N44°53.32' W116°06.11'

5024 B S4 FUEL 100LL, JET A, A1+ NOTAM FILE MYL

RWY 16-34: H6108X75 (ASPH) S-45, D-78, 2D-135 MRL 0.3% up N

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 40'. Ground.

**AIRPORT REMARKS:** Attended daylight hours. 2 hr prior notice rqr for snow removal at night call (208) 634-1488/630-4659. Big game animals may be on or in vicinity of rwy. Recommend landing Rwy 34, tkf Rwy 16, when wind conditions permit. Rwy 16 trees obscuring thld on short final. Rwy 16 has a marked 50' blast pad. USFS practices parachute jumps invof arpt. No helicopter parking in fixed wing tie down areas. Increased Forest Service flight opns during summer months. Parallel twy closed Dec 1-Apr 30. APU's may not be started until 30 min prior to engine start.

**WEATHER DATA SOURCES:** ASOS 119.925 (208) 634-7198.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

CASCADE RCO 122.35 (BOISE RADIO)

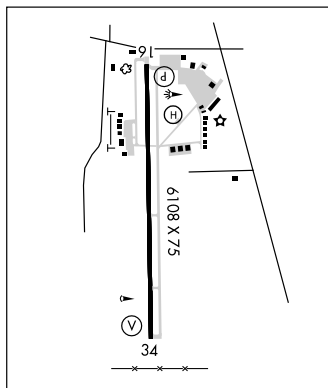
SALT LAKE CENTER APP/DEP CON 128.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MYL.

DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03'

W116°12.38' 012° 8.6 NM to fld. 7333/19E.

NDB (MHW) 363 IOM N44°48.34' W116°06.14' 343° 5.0 NM to fld. NOTAM FILE MYL. NDB unusable byd 15 NM.



HELIPAD H1: H100X80 (ASPH)

**HELIPORT REMARKS:** Helipad H1 lighted.

**McCARLEY FLD** (See BLACKFOOT)

**MERIDIAN** N43°36.20' W116°32.34' NOTAM FILE BOI.

NDB (MHW) 238 MPA 136° 1.5 NM to Nampa Muni.

SALT LAKE CITY

L-11B

## MIDVALE

**LEE WILLIAMS MEM** (ØU9) 1 SW UTC-7(-6DT) N44°27.69' W116°45.46'

2617 NOTAM FILE BOI

RWY 08-26: H2875X60 (ASPH)

RWY 08: Fence. RWY 26: Fence.

**AIRPORT REMARKS:** Unattended. No winter maintenance, arpt CLOSED when snow conditions indicate. Rwy 26 +30' pline at 600' on centerline +35' bldg at 400' on centerline, +150' pline at 5000' on centerline. Rwy 08-26 250' gravi ovrn each end. No telephone avbl at arpt.

**COMMUNICATIONS:** CTAF 122.9

CASCADE RCO 122.35 (BOISE RADIO)

SALT LAKE CITY

**MIDWAY** (See ATOMIC CITY)

## MINIDOKA

**BEAR TRAP** (1UØ) 15 NE UTC-7(-6DT) N42°58.52' W113°21.05'

4716 NOTAM FILE BOI

RWY 06-24: 2250X120 (TURF-DIRT)

RWY 06: Road.


**AIRPORT REMARKS:** Unattended. Rwy 06-24 subject to ongoing damage by livestock, ground vehicles and rodents. No winter maintenance. No line of sight between rwy ends. Rwy 06-24 edges and thlds marked with white rock.


**COMMUNICATIONS:** CTAF 122.9

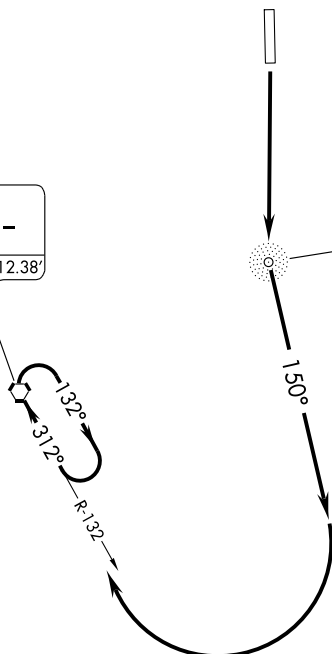
SALT LAKE CITY

## MCCALL ONE DEPARTURE (OBSTACLE)

ASOS 119.925  
BOISE RADIO  
122.35  
SALT LAKE CENTER  
128.05 387.15

DONNELLY  
116.2 DNJ   
Chan 109  
N44°46.03'-W116°12.38'  
L-13, H-1

MC CALL  
363 IOM   
N44°48.34'-W116°06.14'



## TAKE-OFF OBSTACLE NOTES

Rwy 16: Trees beginning 291' from DER, 550' left of centerline, up to 101' AGL/5180' MSL.  
Pole 3083' from DER, 1271' right of centerline, 34' AGL/5113' MSL.  
Pole 4218' from DER, 521' left of centerline, 29' AGL/5128' MSL.  
Shrub 63' from DER, 289' left of centerline, 7' AGL/5013' MSL.  
Bldg 1066' from DER, 524' right of centerline, 36' AGL/5035' MSL.  
Terrain beginning 1832' from DER, 445' left of centerline, up to 5079' MSL.  
Terrain beginning 1236' from DER, 159' right of centerline, up to 5097' MSL.

## TAKE-OFF MINIMUMS

Rwy 16: 200-1 or standard with minimum climb of 362' per NM to 5300.  
Rwy 34: NA - Obstacles.

NOTE: ADF required

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 9600 direct IOM NDB and via IOM NDB 150° bearing then climbing right turn to 10400 direct DNJ VORTAC, continue climb-in-hold to 10400 before proceeding on course.

|                              |                        |   |
|------------------------------|------------------------|---|
| NDB IOM<br><b><u>363</u></b> | APP CRS<br><b>343°</b> | Rwy Idg <b>6108</b><br>TDZE <b>5008</b><br>Apt Elev <b>5020</b> |
|------------------------------|------------------------|---|

NDB RWY 34

MC CALL MUNI (MYL)



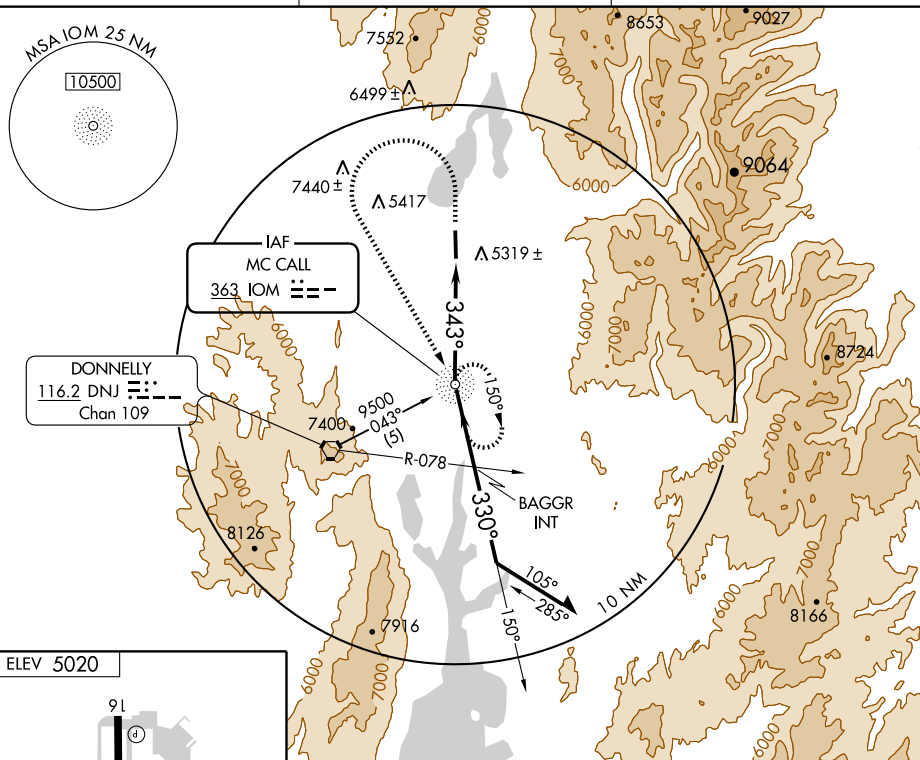
**A<sub>NA</sub>** If local altimeter setting not received, procedure NA.

**MISSED APPROACH:** Climb to 6300, then climbing left turn via IOM NDB 313° bearing to IOM NDB, continue climb via IOM NDB 133° bearing to 9500, then turn right direct IOM NDB and hold.

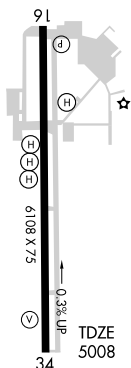
ASOS  
119.925

SALT LAKE CENTER  
128.05 387.15

UNICOM  
**122.8** (CTAF)



ELEV 5020



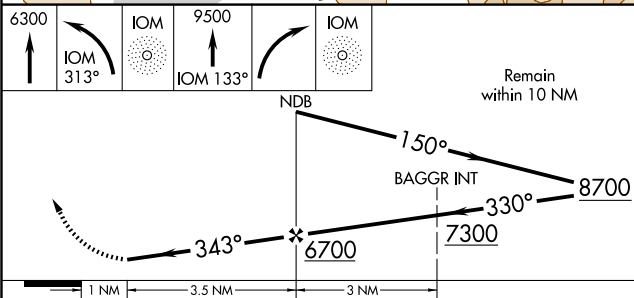
MIRL Rwy 16-34  
REIL Rwy 16 and 34

FAF to MAP 3.5 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |

MC CALL, IDAHO

Orig 10154



| CATEGORY | A       | B            | C                       | D                       |
|----------|---------|--------------|-------------------------|-------------------------|
| S-34     | 5800-1¼ | 792 (800-1¼) | 5800-2¼<br>792 (800-2¼) | 5800-2½<br>792 (800-2½) |
| CIRCLING | 5800-1¼ | 780 (800-1¼) | 5840-2½<br>820 (900-2½) | 6000-3<br>980 (1000-3)  |

MC CALL MUNI (MYL)

NDB RWY 34

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

44°53'N-116°06'W

APP CRS **177°**  
Rwy ldg **6108**  
TDZE **5024**  
Apt Elev **5024**

# RNAV (GPS) RWY 16

MC CALL MUNI (MYL)

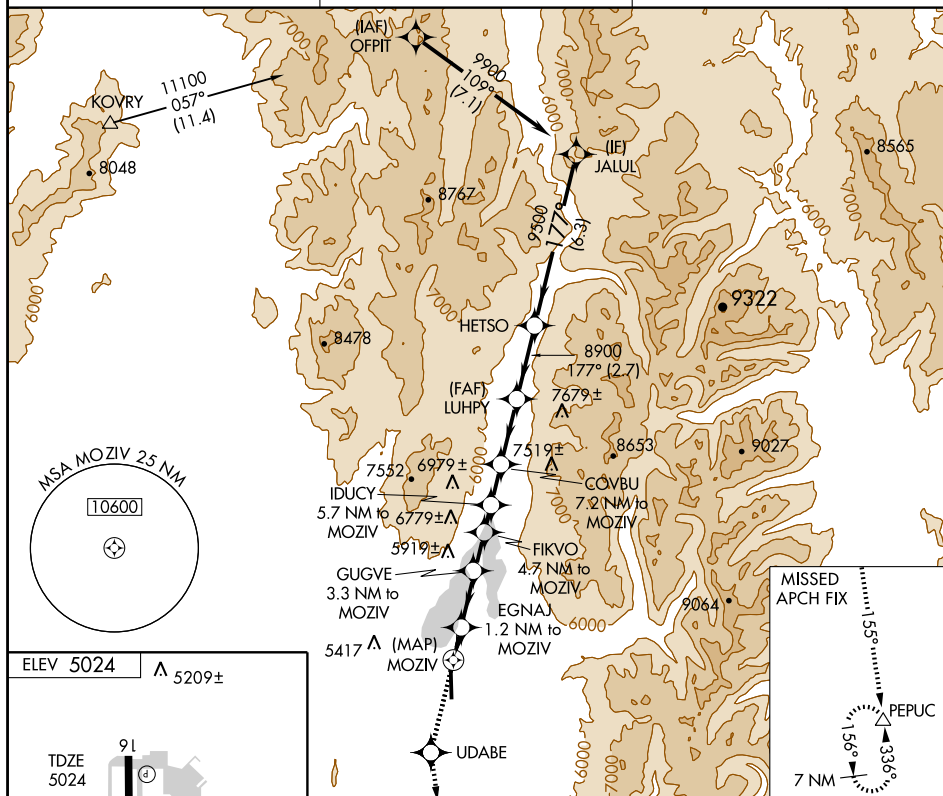
▼ DME/DME RNP-0.3 NA.  
▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 11700 direct  
UDABE and via track 155° to PEPUC and hold,  
continue climb-in-hold to 11700.

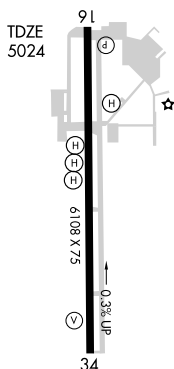
ASOS  
**119.925**

SALT LAKE CENTER  
**128.05 387.15**

UNICOM  
**122.8 (CTAF)**



ELEV 5024 ▲ 5209±



MIRL Rwy 16-34  
REIL Rws 16 and 34

|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|------------|--|------------|--|---------|--|------------|--|---|--|--------------------------|--|--------------------------|-------|-------|--|-------|--|
| 11700<br>↑ |  | UDABE<br>✠ |  | tr 155° |  | PEPUC<br>△ |  | VGSI and descent angles not coincident. |  |                          |  |                          | JALUL |       |  |       |  |
|            |  |            |  |         |  |            |  | FIKVO<br>4.7 NM to MOZIV                |  | IDUCY<br>5.7 NM to MOZIV |  | COVBV<br>7.2 NM to MOZIV |       | LUHPY |  | HETSO |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |
|            |  |            |  |         |  |            |  |   |  |                          |  |                          |       |       |  |       |  |





|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>49016</b><br><b>W34A</b> | APP CRS<br><b>342°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6108</b><br><b>5012</b><br><b>5024</b> |
|--|------------------------|-----------------------------|---|

## RNAV (GPS) Z RWY 34

MC CALL MUNI (MYL)

▼ DME/DME RNP-0.3 NA.  
▲ Visibility reduction by helicopters NA.

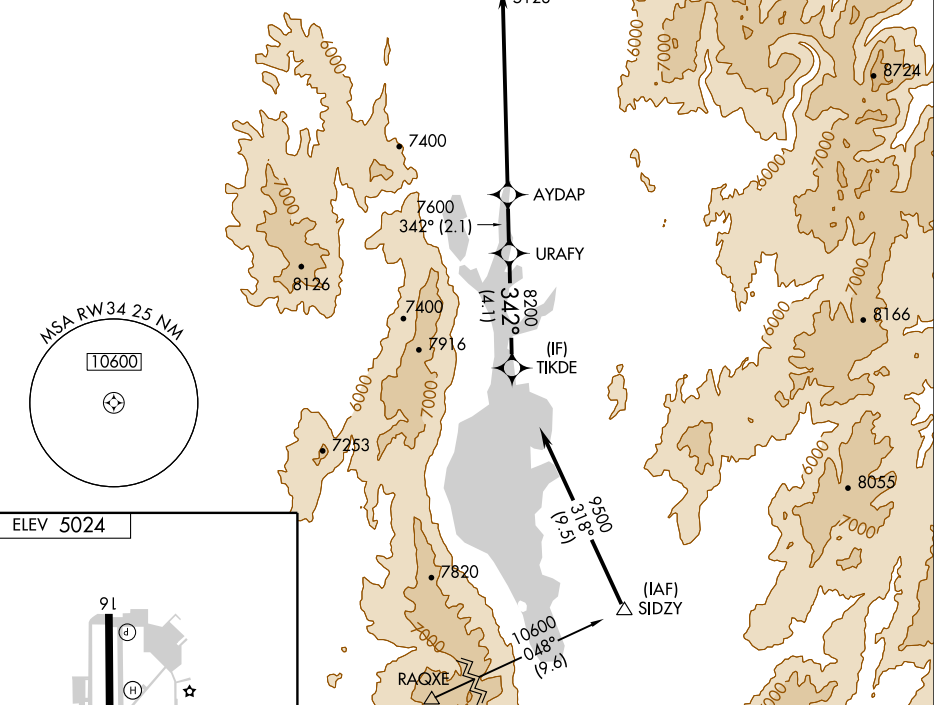
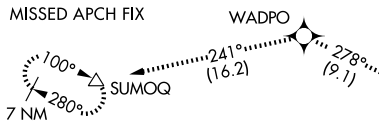
MISSED APPROACH: Climb to 12000 direct LALBE and via track 278° to WADPO and via track 241° to SUMOQ and hold, continue climb-in-hold to 12000.

ASOS  
**119.925**

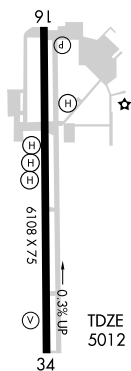
SALT LAKE CENTER  
**128.05 387.15**

UNICOM  
**122.8** (CTAF)

MISSED APCH FIX



ELEV 5024



|   |                      |         |        |         |       |                    |
|---|----------------------|---------|--------|---------|-------|--------------------|
| 12000                                   | LALBE                | tr 278° | WADPO  | tr 241° | SUMOQ | Procedure Turn NA  |
| VGSI and RNAV glidepath not coincident. |                      |         |        |         |       |                    |
|   | RW34                 | AYDAP   | URAFA  | TIKDE   | 9500  |                    |
|   |                      | 7600    | 8200   |         |       | GS 3.00°<br>TCH 56 |
|   |                      | 7.8 NM  | 2.1 NM | 4.1 NM  |       |                    |
| CATEGORY                                | A                    | B       | C      | D       |       |                    |
| LPV DA                                  | 5400-1¼ 388 (400-1¼) |         |        |         |       |                    |

## AIRPORT DIAGRAM

AFD-323 [USAF]

MOUNTAIN HOME, IDAHO

ATIS 273.5  
 CLNC DEL  
 127.1 290.425  
 GND CON  
 120.5 275.8  
 MOUNTAIN HOME  
 TOWER  
 133.85 253.5

115°53'W

APRIL 2008

ANNUAL RATE OF CHANGE

0.2°W

115°52'W

115°51'W

43°04'N

43°03'N

43°02'N

RWY 12-30

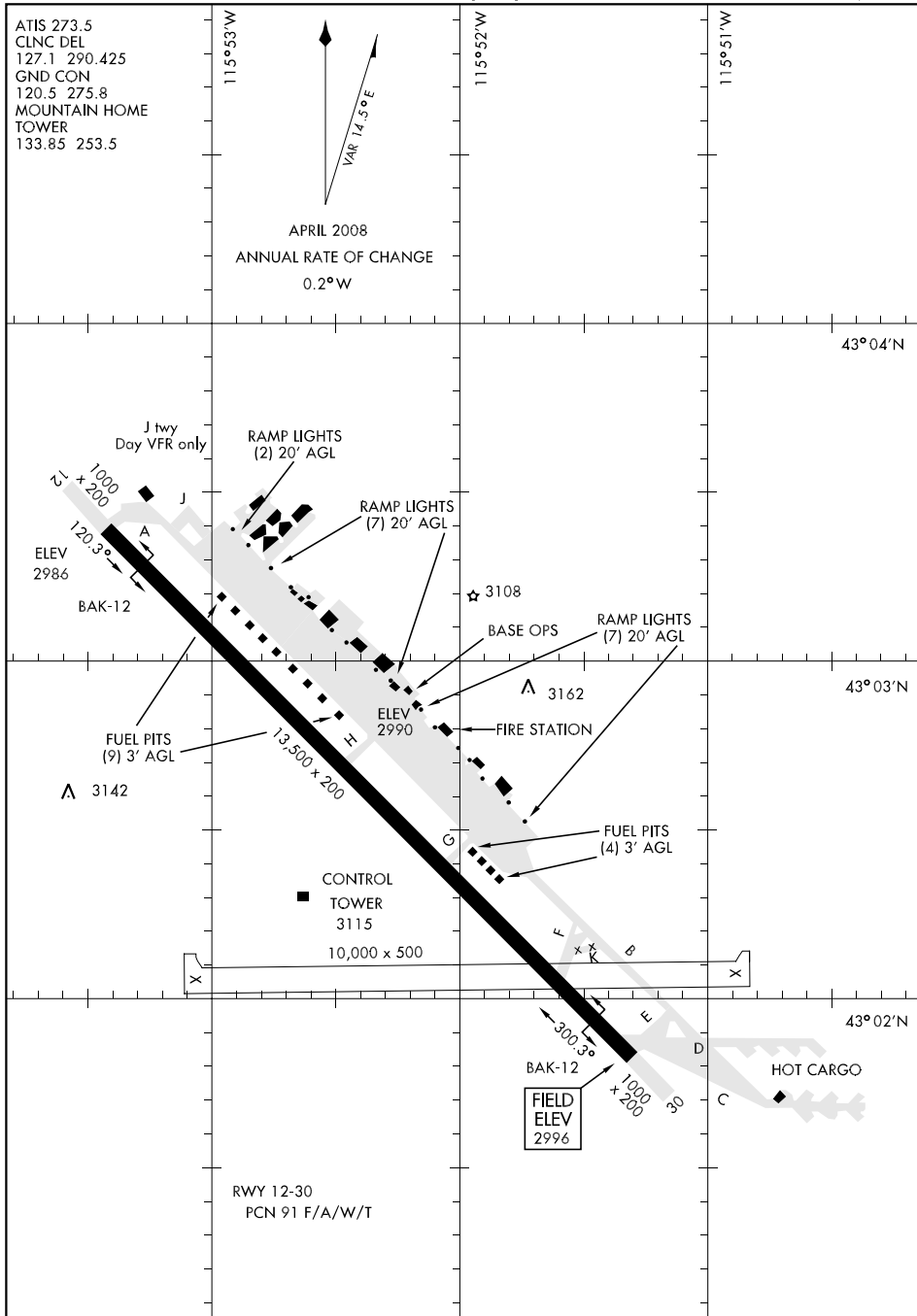
PCN 91 F/A/W/T

MOUNTAIN HOME, IDAHO

MOUNTAIN HOME AFB (KMUO)

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010



**MOOSE CREEK RANGER STATION****MOOSE CREEK (USFS)** (1U1) 0 SW UTC-7(-6DT) N46°07.25' W114°55.64'**GREAT FALLS**

2454 NOTAM FILE BOI

**RWY 01-19:** 4100X250 (TURF)**RWY 01:** Trees. **RWY 19:** Trees.**RWY 04-22:** 2300X200 (TURF)**RWY 04:** Trees. **RWY 22:** Trees.

**AIRPORT REMARKS:** Unattended. Rwy 01-19 CLOSED Nov 1 thru Memorial Day weekend, except for skis on snow. Cto USFS arpt manager 208-926-4258, for briefings and rwy conditions. Rwy 01-19 recommend ldg Rwy 19 tfr Rwy 01 when wind conditions permit. Land Rwy 04, tfr Rwy 22, go around not recommended. Rwy 01-19 muddy spring and winter. Use Rwy 04-22 early spring and late fall/winter when possible due to better drainage and firmer surface. Rws subject to temporary closures. Big game animals on and in vicinity of arpt. Skis winter months. No winter maintenance.

**COMMUNICATIONS:** CTAF 122.9**MOUNTAIN HOME AFB**

(MUO)(KMUO) AF 10 SW UTC-7(-6DT) N43°02.62' W115°52.35'

**SALT LAKE CITY**

2996 B TPA—See Remarks NOTAM FILE MUO Not insp.

**H-3C, L-11B****RWY 12-30:** H13501X200 (PEM) PCN 91 F/A/W/T HIRL**DIAP, AD****RWY 12:** ALSF1. PAPI. **RWY 30:** ALSF1. PAPI.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 12:** TODA-13501 ASDA-13501**RWY 30:** TODA-13501 ASDA-13501**ARRESTING GEAR/SYSTEM****RWY 12 HOOK BAK-12B(B)** (964')**HOOK BAK-12B(B)** (964') **RWY 30**

**MILITARY SERVICE:** LGT Rwy 12-30 PAPI unusable byd 5° from rwy centerline. Rwy 12-30 ILS and PAPI runway reference point not coincidental. Thld lgt gated for fighter acft. **A-GEAR** Rwy 12-30 BAK-12B in raised position, requires 30 minutes prior notice for removal. **JASU 2**(AM32A-60) **FUEL J8** **FLUID LHOX LOX** De-ice

**OIL O-148-156 JOAP** **TRAN ALERT** Opr Mon-Thu 1400-0700Z†, Fri 1400-0100Z†, clsd weekends and holidays.

**MILITARY REMARKS:** Opr Mon-Thu 1400-0700Z†, Fri 1400-0100Z†, clsd weekends and holidays. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** Dep acft restricted to 4700' until passing 3 DME. PPR only except VIP Code 6 or above, AIREVAC and SAAM. Minimum 24 hrs notice required and no more than 7 days prior. Acft requiring customs must coordinate for PPR no later than 72 hrs prior. All acft must adhere to PPR estimated time of arrival +/- 30 minutes or PPR is invalid. Cto Base OPS DSN 728-2222, C208-828-2222, fax extension 4128.

Delta live ordnance loading area (LOLA) spot 1 and CHARLIE LOLA spots 1 and 5 clsd to all acft. **CAUTION** Taxi-lines in end of rwy are made for acft with wingspans of 43' or less only. Waterfowl hazard. **TFC PAT**

TPA—Overhead 5200(2204). Rectangular 4300(1304), lgt acft/helicopter 3800(804). **NS ABTMT** Command quiet hr policy in effect 0530-1300Z†. **CSTMS/AG/IMG** Consult base ops prior planning mission. Acft req support must cto 366 SFS police DSN 728-2256, com 208-828-2256 and/or afld manager DSN 728-2222, com

208-828-2222 at least 24 hr prior arrival. Failure to comply may result in delays. 366 SFS police provide customs for US military personnel. Customs required for all cargo and non-US military personnel must be completed by US customs office, Boise. Ensure aircrew remain at acft until customs arrive. **MISC** Afld subject to short notice closures. First 1280' Rwy 12-30 conc, mid 10940' asphaltic conc. Acft carry drag chutes to park or advise twr. Standard USAF RSRs applied. ACC acft expect reduced rwy separation: ACC acft not wishing to participate in RSRs will make intentions known on initial cto with twr. Afld wx is monitored by AN/FMQ-19 automated observing system and augmented by human observer during opr hr. DSN 728-6303, C208-828-6303, FAX extension 4438.

**COMMUNICATIONS:** ATIS 273.5 PTD 138.9 372.2**RCO 122.6** (BOISE RADIO)

Ⓡ **APP CON** 124.8 259.1 (Mon-Thu 1400-0700Z†, Fri 1400-0100Z†, clsd weekends and holidays

**TOWER** 133.85 253.5 (Mon-Thu 1400-0700Z†, Fri 1400-0100Z†, clsd weekends and holidays. **GND CON** 120.5 275.8 **CLNC DEL** 127.1 290.425

Ⓡ **DEP CON** 371.2 (Mon-Thu 1400-0700Z†, Fri 1400-0100Z†, clsd weekends and holidays.

**ACC COMD POST** 311.0 321.0 15091 (Have QUICK timing avbl 381.3) (RAYMOND 27) **PMSV METRO** 342.5 Full svc available from WX during airfield operating hours. Remote briefing svc available from 25 OWS Davis Monthan AFB, DSN 228-6598, COM (520) 228-6598.

**AIRSPACE:** CLASS D svc Mon-Thu 1400-0700Z†, Fri 1400-0100Z†, clsd weekends and holidays, other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.(L) **TACAN MUO** (114.0) Chan 87 N43°02.43' W115°52.48' at fld. 3000/18E. Unmonitored when clsd.

No NOTAM MP Wed 1100-1400Z†.

**LIBERATOR (L) VORW** 114.9 LIA N42°58.96' W115°46.46' 292° 5.7 NM to fld.**ILS 110.3** I-MUO Rwy 12. Unmonitored when clsd. No-NOTAM MP Mon/Tue/Fri 1100-1400Z†.**ILS 111.7** I-BRN Rwy 30. Unmonitored when clsd. No-NOTAM MP Mon/Tue/Fri 1100-1400Z†.**COMM/NAV/WEATHER REMARKS:** Radar maintenance Thu 1230-1400Z†.

|                           |                         |  |                |                          |
|---------------------------|-------------------------|--|----------------|--------------------------|
| LOC I-MUO<br><b>110.3</b> | APCH CRS<br><b>117°</b> | Rwy ldg <b>13,500</b><br>TDZE <b>2986</b><br>Arpt Elev <b>2996</b> | JAL-323 [USAF] | MOUNTAIN HOME AFB (KMUO) |
|---------------------------|-------------------------|--|----------------|--------------------------|

- \* When ALS inop, increase CAT CDE RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT C RVR to 60 and vis to  $1\frac{1}{4}$  miles,  
 CAT D vis to  $1\frac{1}{2}$  miles, CAT E vis to  $1\frac{3}{4}$  miles.

ALS-1

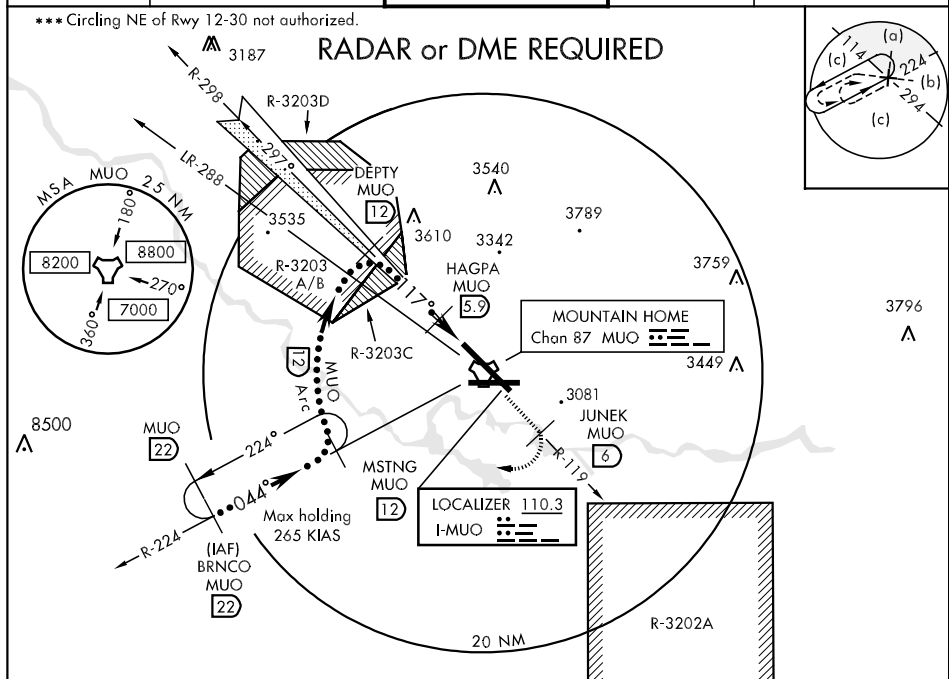


MISSED APPROACH: Climb to 9000 via MUO R-119 to JUNEK INT/6 DME, turn right direct MSTNG and hold.

|                      |   |  |                               |                                  |
|----------------------|---|--|-------------------------------|----------------------------------|
| ATIS<br><b>273.5</b> | MOUNTAIN HOME APP CON<br><b>124.8 259.1</b> | MOUNTAIN HOME TOWER<br><b>133.85 253.5</b> | GND CON<br><b>120.5 275.8</b> | CLNC DEL<br><b>127.1 290.425</b> |
|----------------------|---|--|-------------------------------|----------------------------------|

\*\*\*Circling NE of Rwy 12-30 not authorized.

## RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 14,200

|                      |                               |                           |                            |                   |                          |
|----------------------|-------------------------------|---------------------------|----------------------------|-------------------|--------------------------|
| BRNCO<br>R-224<br>22 | MSTNG<br>R-224<br>12          | DEPTU<br>Intcp Lczt<br>12 | HAGPA<br>MUO<br>5.9        | JUNEK<br>MUO<br>6 | MSTNG<br>R-224<br>12     |
| 10,000               | 5900                          | 5900                      | 4062                       | 3109              | 3108                     |
| GS 2.50°<br>TCH 56   | Arc                           | Arc                       | 4300                       | 3115              | 3142                     |
| 4.7 NM               |                               |                           |                            |                   |                          |
| CATEGORY             | C                             | D                         | E                          | HIRL Rwy 12-30    |                          |
| S-ILS 12 *           | 3186/24                       | 200                       | (200-1/2)                  | FAF to MAP 4.7 NM |                          |
| S-LOC 12 **          | 3480/40<br>494 (500-3/4)      | 3480/50<br>494 (500-1)    | 3480/60<br>494 (500-1 1/4) | Knots             | 120 140 160 180 200      |
| CIRCLING ***         | 3520-1 1/2<br>524 (600-1 1/2) | 3560-2                    | 564 (600-2)                | Min:Sec           | 2:21 2:01 1:46 1:34 1:25 |

LOC I-BRN  
111.7

APCH CRS  
297°

|           |        |
|-----------|--------|
| Rwy Ldg   | 13,500 |
| TDZE      | 2996   |
| Arpt Elev | 2996   |

JAL-323 [USAF]

MOUNTAIN HOME AFB (KMUO)

**T** \* When ALS inop, increase CAT CDE RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT C RVR to 60 and vis to  $1\frac{1}{4}$  miles,  
 CAT D vis to  $1\frac{1}{2}$  miles, CAT E vis to  $1\frac{3}{4}$  miles.

ALSF-1

**MISSED APPROACH:** Climb to 9000 via MUO R-304 to ZOYTA INT/6 DME, turn left direct MSTNG and hold.

ATIS  
273.5

MOUNTAIN HOME APP CON  
124.8 259.1

MOUNTAIN HOME TOWER  
133.85 253.5

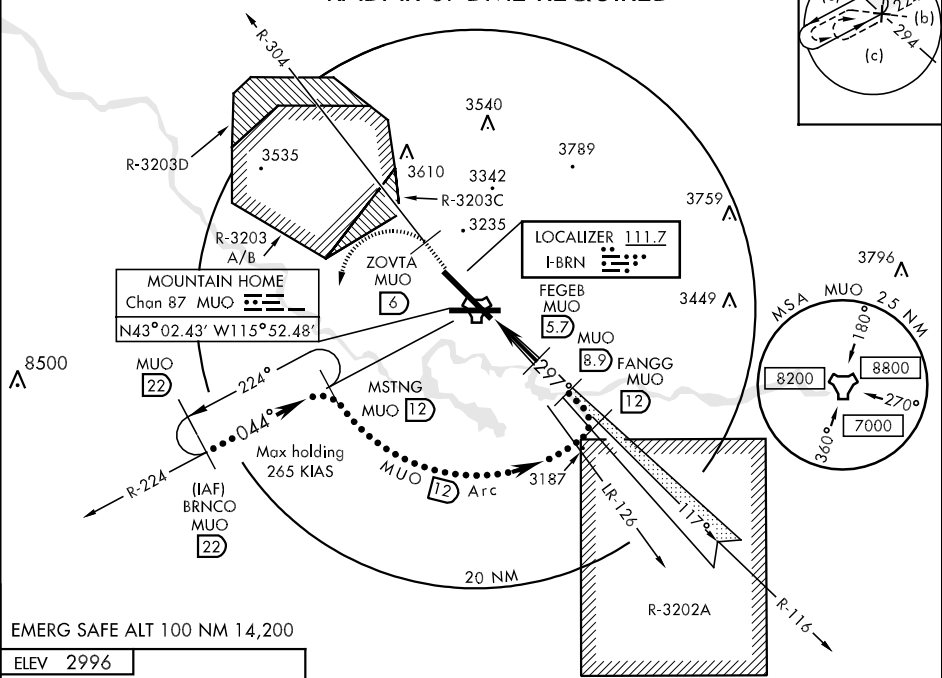
GND CON  
120.5 275.8

CLNC DEL  
127.1 290.425

\* \* \* Circling NE of Rwy 12-30 not authorized.

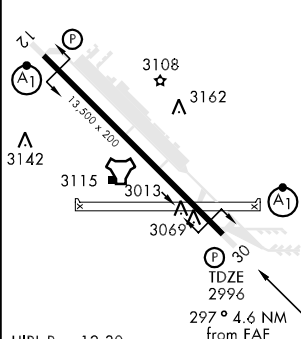
3187

RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 14,200

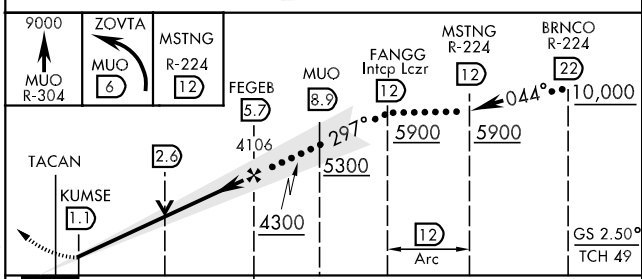
ELEV 2996



HIRL Rwy 12-30

FAF to MAP 4.6 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 120  | 140  | 160  | 180  | 200  |
| Min:Sec | 2:19 | 1:59 | 1:44 | 1:33 | 1:24 |



|              |                         |  |                        |  |                         |
|--------------|-------------------------|--|------------------------|--|-------------------------|
|              | 4.6 NM                  |  |                        |  |                         |
| CATEGORY     | C                       |  | D                      |  | E                       |
| S-ILS 30 *   | 3196/24                 |  | 200 (200-½)            |  |                         |
| S-LOC 30 **  | 3460/40<br>464 (500-¾)  |  | 3460/50<br>464 (500-1) |  | 3460/60<br>464 (500-1½) |
| CIRCLING *** | 3520-1½<br>524 (600-1½) |  | 3560-2                 |  | 564 (600-2)             |

MOUNTAIN HOME, IDAHO

43°03'N-115°52'W

MOUNTAIN HOME AFB (KMUO)

Orig 08101

HI-ILS RWY 30

TACAN MUO Chan **87**  
 APCH CRS **124°**  
 Rwy ldg **13,500**  
 TDZE **2986**  
 Arpt Elev **2996**

JAL-323 [USAF]

MOUNTAIN HOME AFB (KMUO)

- ▲ \* When ALS inop, increase CAT C RVR to 60 and vis to 1½ miles, CAT D vis to 1½ miles, CAT E vis to 1½ miles.  
 \*\* Circling NE of Rwy 12-30 not authorized.

ALSF-1  
 (A1)

MISSED APPROACH: Climb to 9000 via MUO R-119 to JUNEK INT/6 DME, turn right direct MSTNG and hold.

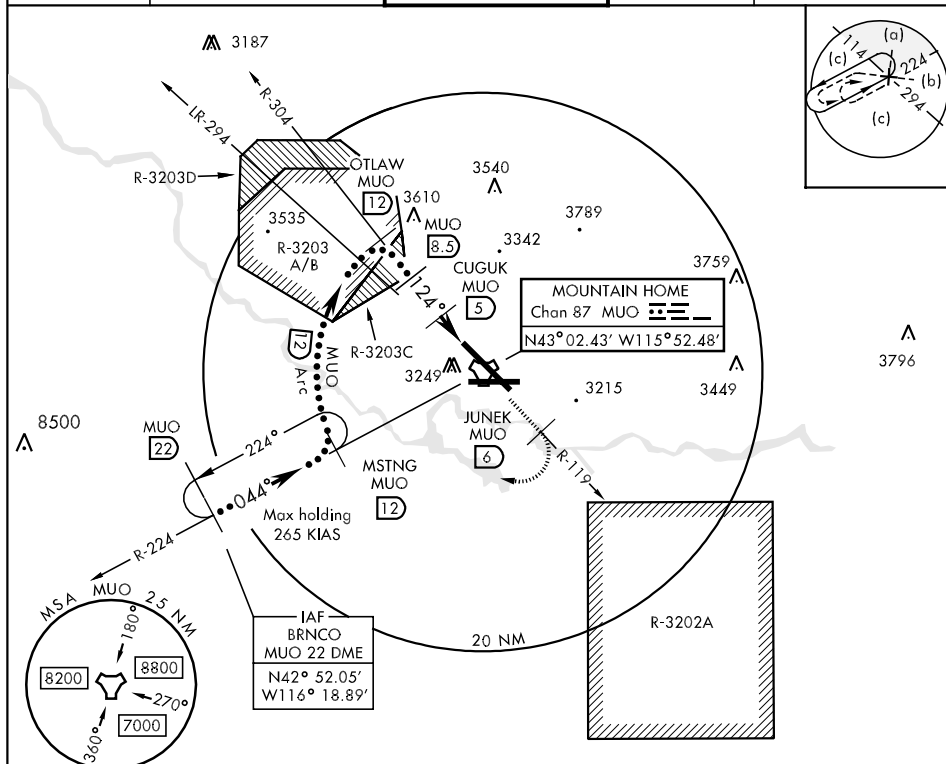
ATIS  
**273.5**

MOUNTAIN HOME APP CON  
**124.8 259.1**

MOUNTAIN HOME TOWER  
**133.85 253.5**

GND CON  
**120.5 275.8**

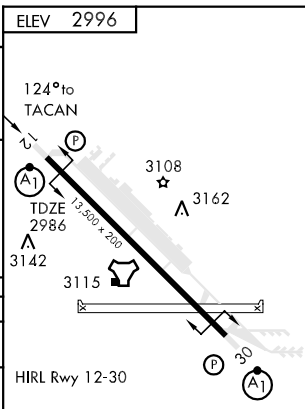
CLNC DEL  
**127.1 290.425**



EMERG SAFE ALT 100 NM 14,200

5080

| BRNCO R-224  | MSTNG R-224             | OTLAW R-304            | R-304                   | CUGUK | 9000      | JUNEK | MSTNG R-224 |
|--------------|-------------------------|------------------------|-------------------------|-------|-----------|-------|-------------|
| 22           | 12                      | 12                     | 8.5                     | 5     | MUO R-119 | MUO 6 | 12          |
| 10,000       | 5900                    | 5900                   | 4900                    | 4100  | 2.8       | 1.2   |             |
| 044°         | 044°                    | 124°                   | 124°                    |       |           |       |             |
| 2.50° TCH 56 | Arc                     |                        |                         |       |           |       |             |
| 3.8 NM       |                         |                        |                         |       |           |       |             |
| CATEGORY     | C                       | D                      | E                       |       |           |       |             |
| S-12 *       | 3480/40<br>494 (500-¾)  | 3480/50<br>494 (500-1) | 3480/60<br>494 (500-1½) |       |           |       |             |
| CIRCLING **  | 3520-1½<br>524 (600-1½) | 3560-2                 | 564 (600-2)             |       |           |       |             |



MOUNTAIN HOME, IDAHO

43°03'N-115°52'W


MOUNTAIN HOME AFB (KMUO)

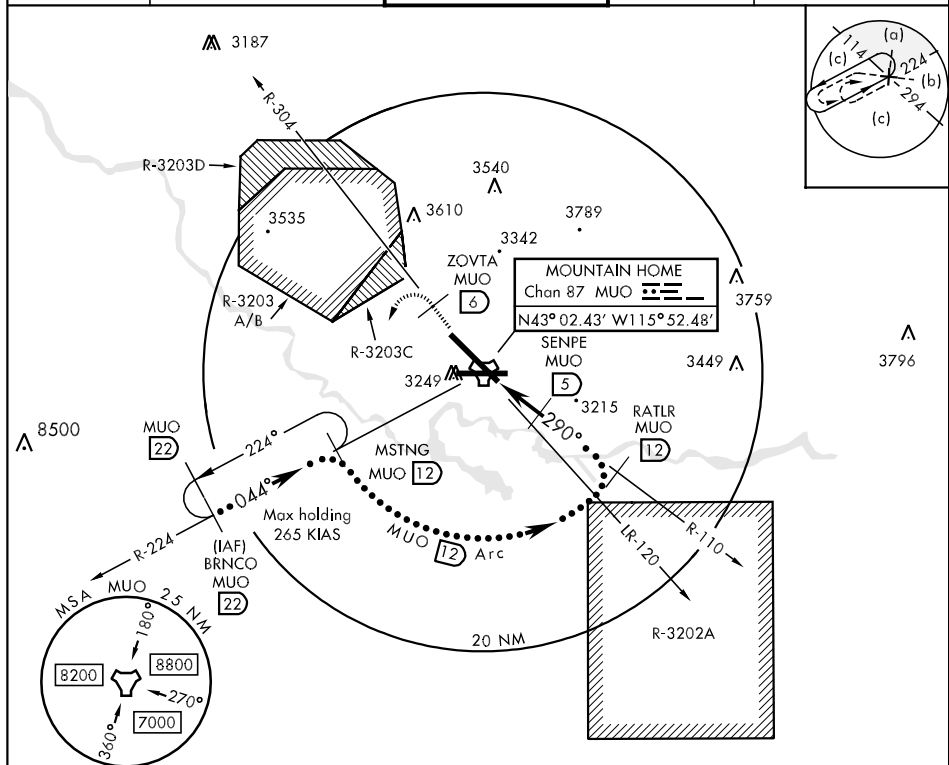
Orig 08101

HI-TACAN RWY 12

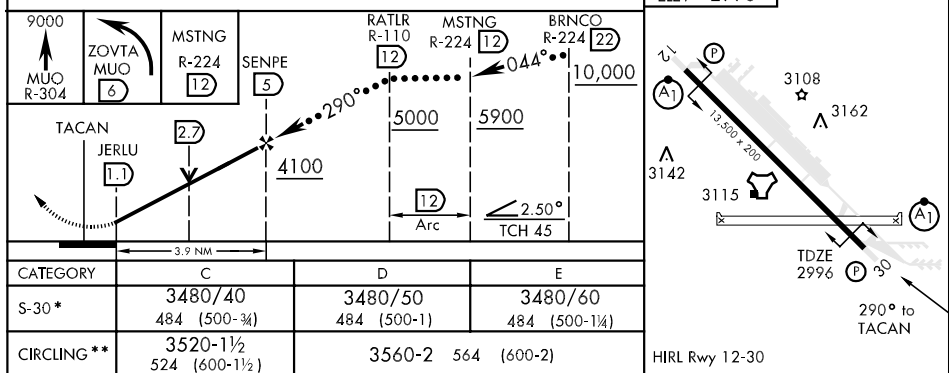
NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

|   |   |  |   |   |  |
|---|---|--|---|---|--|
| TACAN MUO<br>Chan <b>87</b>   | APCH CRS<br><b>290°</b>                     | Rwy Idg <b>13,500</b><br>TDZE <b>2996</b><br>Arpt Elev <b>2996</b> | JAL-323 [USAF]  | MOUNTAIN HOME AFB (KMUO)  |  |
| <p>* When ALS inop, increase CAT C RVR to 60 and vis to 1 1/4 miles,<br/>CAT D vis to 1 1/2 miles, CAT E vis to 1 1/4 miles.</p> <p>** Circling NE of Rwy 12-30 not authorized.</p> |   |  |  | <p>MISSED APPROACH: Climb to 9000 via<br/>MUO R-304 to ZOVRTA INT/6 DME, turn<br/>left direct MSTNG and hold.</p> |  |
| ATIS<br><b>273.5</b>  | MOUNTAIN HOME APP CON<br><b>124.8 259.1</b> | MOUNTAIN HOME TOWER<br><b>133.85 253.5</b>                         | GND CON<br><b>120.5 275.8</b>   | CLNC DEL<br><b>127.1 290.425</b>  |  |



EMERG SAFE ALT 100 NM 14,200



MOUNTAIN HOME, IDAHO

43°03'N-115°52'W

MOUNTAIN HOME AFB (KMUO)

Orig 08101

HI-TACAN RWY 30

|                                  |                         |  |
|----------------------------------|-------------------------|--|
| LOC I-MUO<br><b><u>110.3</u></b> | APCH CRS<br><b>117°</b> | Rwy Idg <b>13,500</b><br>TDZE <b>2986</b><br>Arpt Elev <b>2996</b> |
|----------------------------------|-------------------------|--|

AL-323 [USAF]

MOUNTAIN HOME AFB (KMUO)

**T** \* When ALS inop, increase RVR to 40, vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to  $1\frac{1}{4}$  miles, CAT D vis to  $1\frac{1}{2}$  miles, CAT E vis to  $1\frac{3}{4}$  miles.

ALSF-1

**MISSED APPROACH:** Climb to 9000 via MUO R-119 to JUNEK INT/6 DME, turn right direct MSTNG and hold.

ATIS

## MOUNTAIN HOME APP CON

## MOUNTAIN HOME TOWER

GND CQN

CLNC DEL

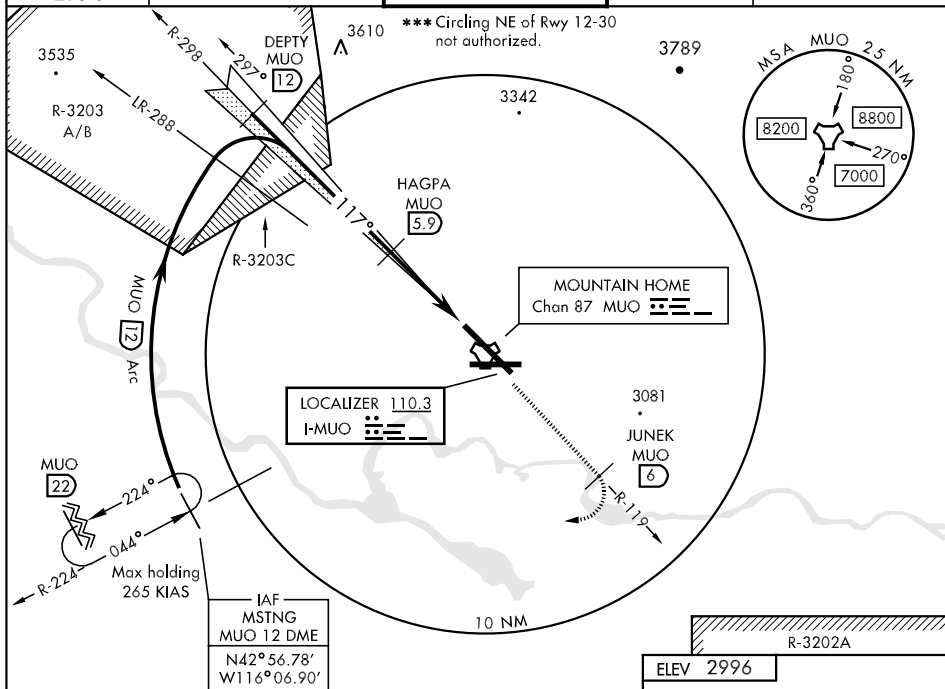
**273.5**

124.8 259.1

**133.85 253.5**

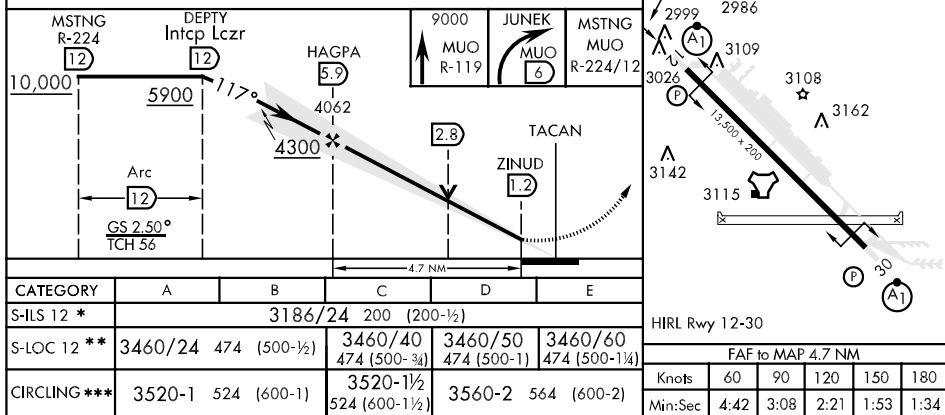
120.5 275.8

127.1 290.425



## RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 14,200



MOUNTAIN HOME, IDAHO

43°03'N-115°52'W

MOUNTAIN HOME AFB (KMUO)

Amdt 1 08101

ILS RWY 12

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010



LOC I-BRN **111.7**  
 APCH CRS **297°**  
 Rwy Idg **13,500**  
 TDZE **2996**  
 Arpt Elev **2996**

AL-323 [USAF]

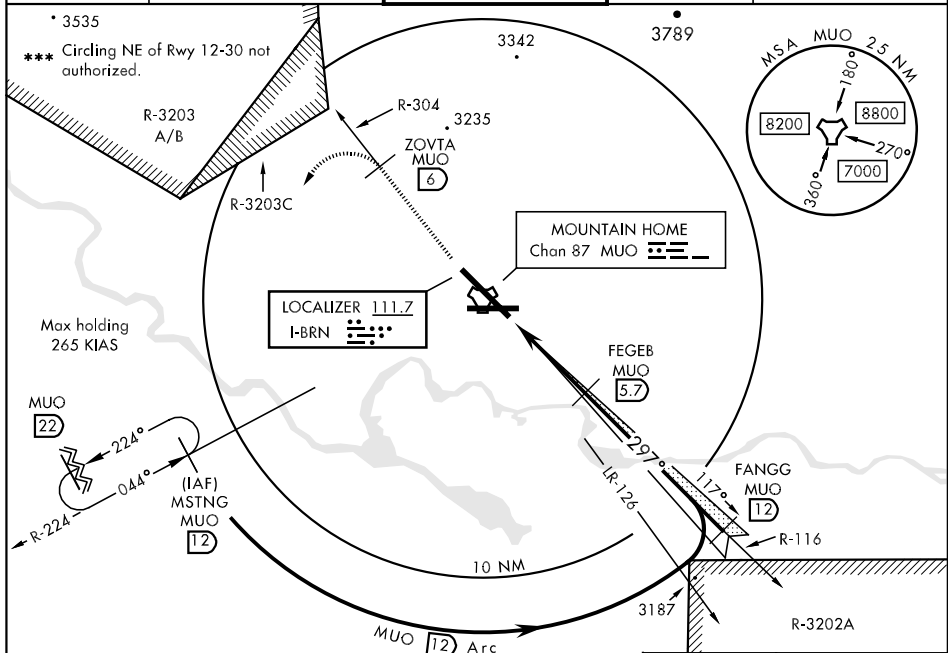
MOUNTAIN HOME AFB (KMUO)

▼ \* When ALS inop, increase CAT ABCDE RVR to 40, vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to  $1\frac{1}{4}$  miles, CAT D vis to  $1\frac{1}{2}$  miles, CAT E vis to  $1\frac{3}{4}$  miles.



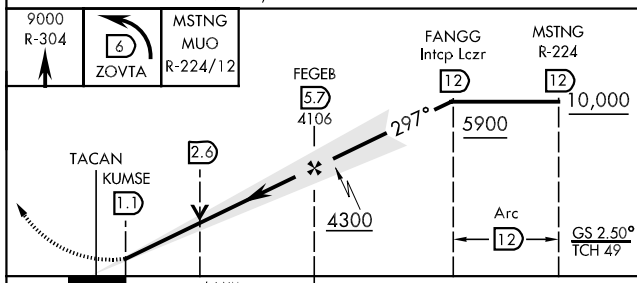
MISSED APPROACH: Climb to 9000 via MUO R-304 to ZOVTA/6 DME, turn left direct MSTNG and hold.

|                      |   |  |                               |                                  |
|----------------------|---|--|-------------------------------|----------------------------------|
| ATIS<br><b>273.5</b> | MOUNTAIN HOME APP CON<br><b>124.8 259.1</b> | MOUNTAIN HOME TOWER<br><b>133.85 253.5</b> | GND CON<br><b>120.5 275.8</b> | CLNC DEL<br><b>127.1 290.425</b> |
|----------------------|---|--|-------------------------------|----------------------------------|

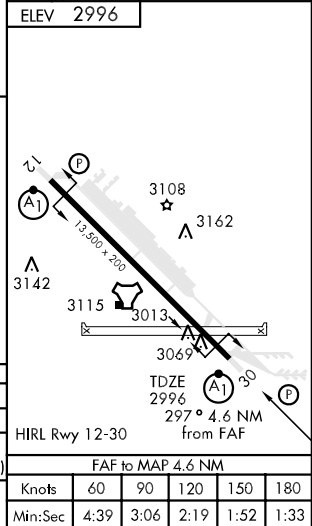


## RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 14,200



| CATEGORY     | A                   | B                    | C                   | D                    | E |
|--------------|---------------------|----------------------|---------------------|----------------------|---|
| S-ILS 30 *   | 3196/24 200 (200-½) |                      |                     |                      |   |
| S-LOC 30 **  | 3460/24 464 (500-½) | 3460/40 464 (500-¾)  | 3460/50 464 (500-1) | 3460/60 464 (500-1¼) |   |
| CIRCLING *** | 3520-1 524 (600-1)  | 3520-1½ 524 (600-1½) | 3560-2 564 (600-2)  |                      |   |



TACAN MUC  
**Chan 87**

APCH C  
124

|           |        |
|-----------|--------|
| Rwy Idg   | 13,500 |
| TDZE      | 2986   |
| Arpt Elev | 2996   |

AL-323 [USAF]

MOUNTAIN HOME AFB (KMUO)



\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1



MISSED APPROACH: Climb to 9000 via MUO R-119 to JUNEK INT/6 DME, turn right direct MSTNG and hold.

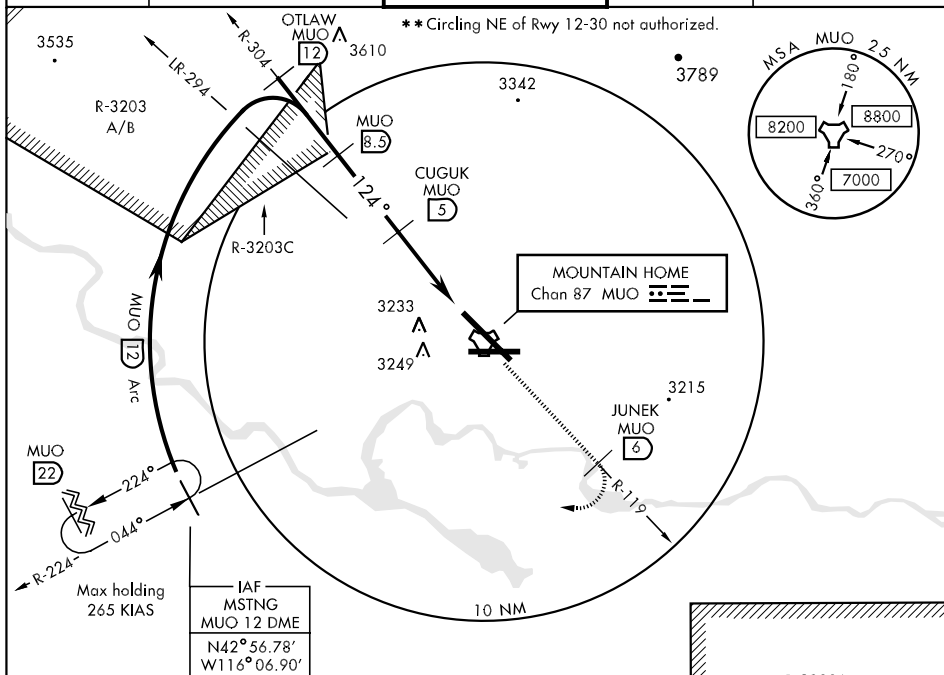
ATIS  
**273.5**

MOUNTAIN HOME APP CON  
124.8 259.1

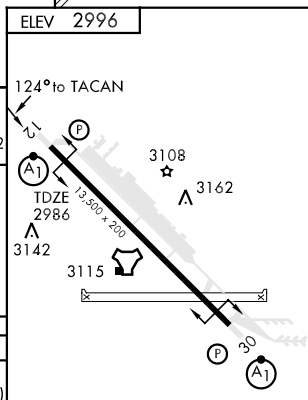
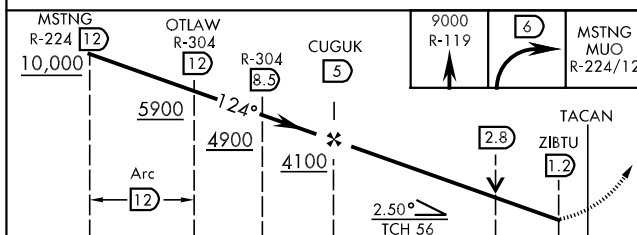
MOUNTAIN HOME TOWER  
133.85 253.5

GND CON  
120.5 275.8

CLNC DEL  
**127.1 290.425**



EMERG SAFE ALT 100 NM 14,200



| CATEGORY    | A                  | B                         | C   | D                      | E                                    |
|-------------|--------------------|---------------------------|---|------------------------|--------------------------------------|
| S-12 *      | 3480/40            | 494 (500- $\frac{3}{4}$ ) |   | 3480/50<br>494 (500-1) | 3480/60<br>494 (500- $\frac{1}{4}$ ) |
| CIRCLING ** | 3520-1 524 (600-1) |                           | 3520-1 $\frac{1}{2}$<br>524 (600- $\frac{1}{2}$ ) | 3560-2 564 (600-2)     |                                      |

HIRL Rwy 12-30

MOUNTAIN HOME, IDAHO

43°03'N-115°52'W

MOUNTAIN HOME AFB (KMUO)

Orig 08101

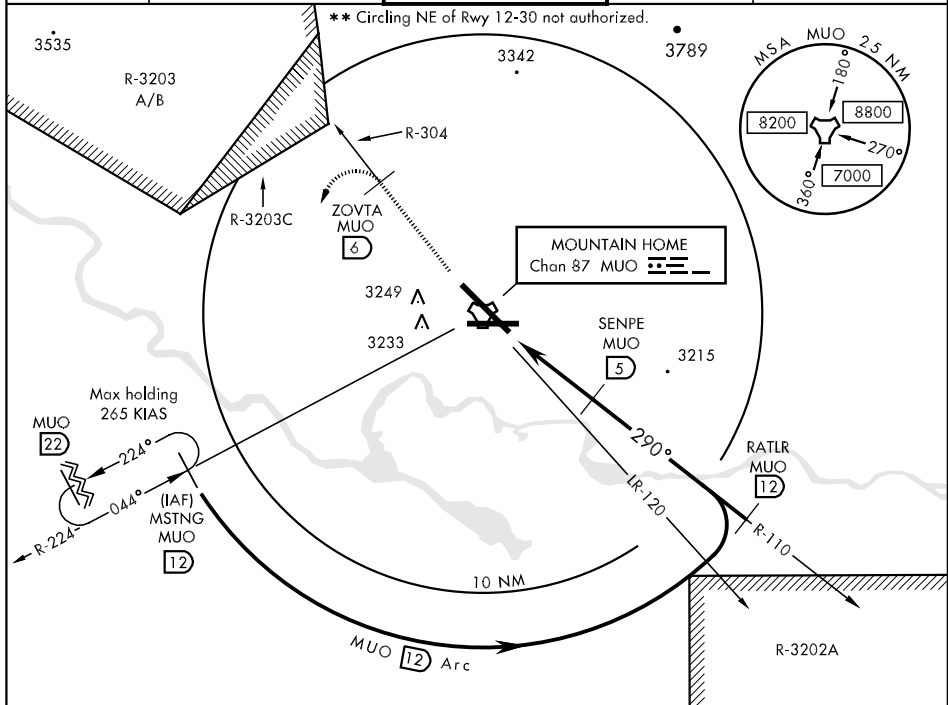
TACAN RWY 12

NW-1. 26 AUG 2010 to 23 SEP 2010

|                      |                  |   |               |                          |
|----------------------|------------------|---|---------------|--------------------------|
| TACAN MUO<br>Chan 87 | APCH CRS<br>290° | Rwy Idg 13,500<br>TDZE 2996<br>Arpt Elev 2996 | AL-323 [USAF] | MOUNTAIN HOME AFB (KMUO) |
|----------------------|------------------|---|---------------|--------------------------|

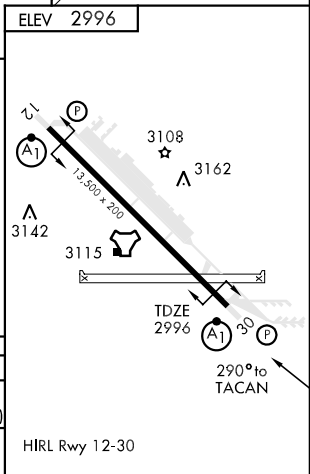
|   |                      |   |
|---|----------------------|---|
| <p>▲ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.</p> | <p>ALSF-1<br/>A1</p> | <p>MISSED APPROACH: Climb to 9000 via MUO R-304 to ZOVRTA INT/6 DME, turn left direct MSTNG and hold.</p> |
|---|----------------------|---|

|               |                                      |                                     |                        |                           |
|---------------|--------------------------------------|-------------------------------------|------------------------|---------------------------|
| ATIS<br>273.5 | MOUNTAIN HOME APP CON<br>124.8 259.1 | MOUNTAIN HOME TOWER<br>133.85 253.5 | GND CON<br>120.5 275.8 | CLNC DEL<br>127.1 290.425 |
|---------------|--------------------------------------|-------------------------------------|------------------------|---------------------------|



EMERG SAFE ALT 100 NM 14,200

| 9000<br>MUO R-304     | ZOVRTA<br>6 | MSTNG<br>MUO R-224<br>12 | SENPE<br>5              | RATLR<br>R-110<br>12   | MSTNG<br>R-224<br>12    |
|-----------------------|-------------|--------------------------|-------------------------|------------------------|-------------------------|
| TACAN<br>JERLU<br>1.1 | 2.7         | 4100                     | 5000                    | 10,000                 |                         |
|                       |             | 2.50°<br>TCH 45          | Arc<br>12               |                        |                         |
|                       |             | 3.9 NM                   |                         |                        |                         |
| CATEGORY              | A           | B                        | C                       | D                      | E                       |
| S-30 *                | 3480/24     | 484 (500-½)              | 3480/40<br>484 (500-¾)  | 3480/50<br>484 (500-1) | 3480/60<br>484 (500-1½) |
| CIRCLING **           | 3520-1      | 524 (600-1)              | 3520-1½<br>524 (600-1½) | 3560-2                 | 564 (600-2)             |



**MOUNTAIN HOME MUNI** (U76) 2 W UTC-7(-6DT) N43°07.90' W115°43.83'

SALT LAKE CITY

3167 B S4 FUEL 100LL NOTAM FILE BOI

H-3C, L-11B

RWY 10-28: H5000X75 (ASPH) S-42, D-53 MIRL

IAP

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Fence.

RWY 28: REIL PAPI(P2L)—GA 3.0° TCH 33'. P-line.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z†. Arpt attended after hours emerg only. Fuel avbl 24 hrs with credit card. High performance military jet operations conducted at Mountain Home AFB 8 NM Southwest of arpt. Extensive agricultural ops. ACTIVATE MIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and Rwy 28—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.6 (BOISE RADIO)

Ⓡ APP/DEP CON 124.8 (Mon-Thu 1400-0700Z†, Fri 1400-0100Z†, cld weekends and holidays)

SALT LAKE CENTER APP/DEP CON 118.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.

BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17'

W116°11.53' 124° 32.4 NM to fld. 2876/17E.

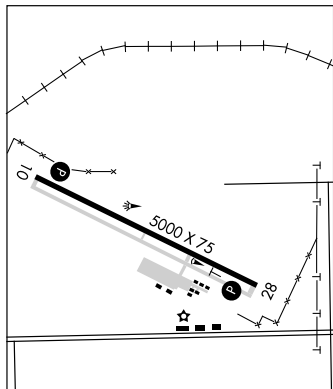
LIBERATOR (L) VORW 114.9 LIA N42°58.96' W115°46.46'

354° 9.1 NM to fld.

STURGEON NDB (MHW) 333 STI N43°06.80' W115°39.51'

272° 3.4 NM to fld. Unusable 320°-020° byd 15 NM.

**COMM/NAV/WEATHER REMARKS:** NOTE: See SPECIAL NOTICE—All aircraft operating within 20 NM of VOR are requested to contact Mountain Home APP CON on 124.8 for traffic advisory due to intensive military training in area.

**MUD LAKE (WEST JEFFERSON CO)** (1U2) 1 NW UTC-7(-6DT)

SALT LAKE CITY

N43°51.06' W112°30.08'

L-11C

4787 B NOTAM FILE BOI

RWY 02-20: H3300X40 (ASPH) LIRL (NSTD)

RWY 02: Thld dsplcd 400'. Fence.

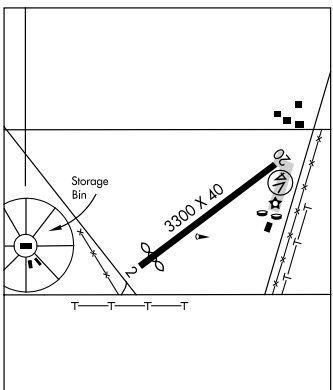
RWY 20: TRCV(TRIL)—GA 3.5° TCH 40'. Road.

**AIRPORT REMARKS:** Attended May-Oct 1500-0000Z†, Nov-Apr irregular. LIRL Rwy 20 and rotating bcn inoperative each year 1 Nov-1 Apr. Rwy 20 has low ints thld lgts; first 600' rwy has low ints edge lgts, remaining 2700' of rwy illuminated with white edge reflectors. Rwy 20 thld marked with thld lgts only. Dsplcd thld marked with retroreflective reflectors and thld bar. Rwy 20 +40' pole at 700', 200' right. Confirm snow removal and winter condition with arpt manager, 208-663-4328 or 208-529-3875. Night operations recommended only to pilots familiar with airport approaches and surrounding terrain.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.

DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33'

W112°12.56' 207° 19.1 NM to fld. 4915/15E.

**MULLAN PASS** N47°27.42' W115°38.76' NOTAM FILE MLP.

GREAT FALLS

(H) VORW/DME 117.8 MLP Chan 125 264° 22.7 NM to Shoshone Co. 6100/20E. HIWAS.

H-1C, L-13B

VOR portion unusable 055°-085° byd 20 NM blo 9,500'

RCO 122.15 (BOISE RADIO)

ASOS 135.475 MLP N47°27.42' W115°38.77'/6028. (208) 744-1721.

**MURPHY** (1U3) 0 E UTC-7(-6DT) N43°12.96' W116°32.90'

SALT LAKE CITY

2855 NOTAM FILE BOI

RWY 12-30: H2500X45 (ASPH)

RWY 12: Road.

RWY 30: Road.

**AIRPORT REMARKS:** Unattended. Recommend land Rwy 12, tkf Rwy 30 when wind condition permits. Rwy 12-30 thlds marked with painted rocks. Ctc sheriff's office in courthouse across hwy from arpt for assistance.

**COMMUNICATIONS:** CTAF 122.9

|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB STI<br><b>333</b> | APP CRS<br><b>271°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>3165</b><br><b>3167</b> |
|-----------------------|------------------------|-----------------------------|---|

# NDB RWY 28

MOUNTAIN HOME MUNI (U76)

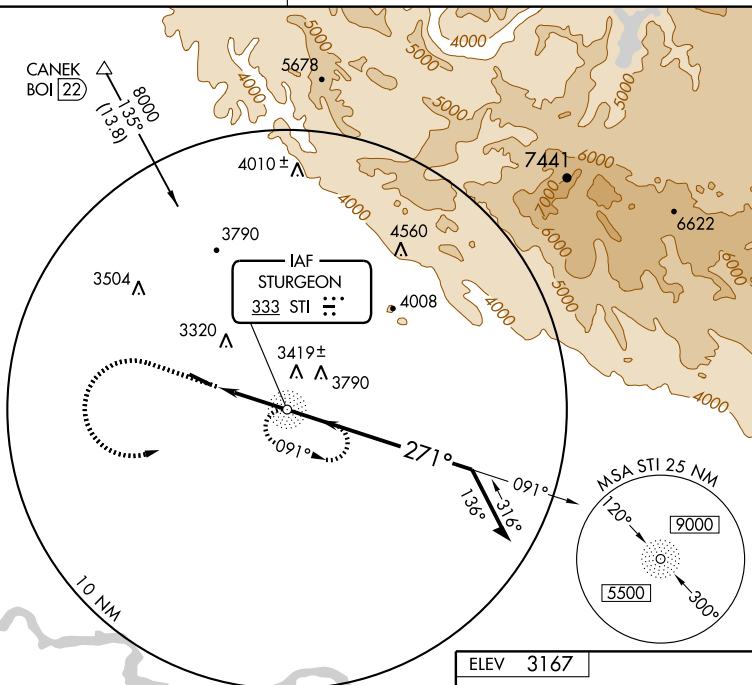
**▼** Circling to Rwy 10 NA at night. Visibility reduction by helicopters NA. Use Mountain Home AFB altimeter setting; when not received, procedure NA.

**▲** NA

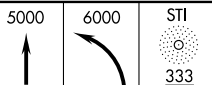
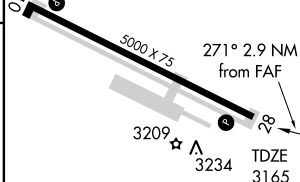
**MISSED APPROACH:** Climb to 5000 then climbing left turn to 6000 direct STI NDB and hold.

MOUNTAIN HOME APP CON ★  
**124.8 259.1**

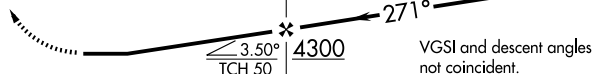
UNICOM  
**122.8** (CTAF) **①**



ELEV 3167



NDB  
10000  
Remain within 10 NM



| CATEGORY | A      | B           | C                       | D                       |
|----------|--------|-------------|-------------------------|-------------------------|
| S-28     | 3720-1 | 555 (600-1) | 3720-1½<br>555 (600-1½) | 3720-1¾<br>555 (600-1¾) |
| CIRCLING | 3720-1 | 553 (600-1) | 3820-1¾<br>653 (700-1¾) | 3840-2¼<br>673 (700-2¼) |

REIL Rwy 10 and 28 **①**  
MIRL Rwy 10-28 **①**

FAF to MAP 2.9 NM

| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 2:54 | 1:56 | 1:27 | 1:10 | 0:58 |

## RNAV (GPS) RWY 28

MOUNTAIN HOME MUNI (U76)

WAAS CH **42815** APP CRS **280°** Rwy Idg **5000** TDZE **3165** Apt Elev **3167**  
**W28A**

⚠ Circling to Rwy 10 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Mountain Home AFB altimeter setting, when not received procedure NA.

⚠ NA

MISSED APPROACH: Climb to 7900 direct APOBE and via track 320° to ATETY and hold, continue climb-in-hold to 7900.

MOUNTAIN HOME APP CON \*

**124.8 259.1**

UNICOM

**122.8** (CTAF) **0**

MISSED APCH FIX

ATETY 7 NM  
 113°  
 295°



Procedure NA for arrivals at ALKAL via V-4-253-330 southeast bound.

7900

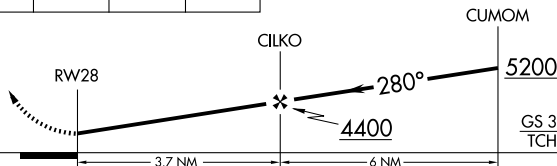


trk 320°

ATETY

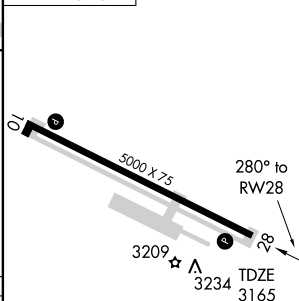
VGSI and RNAV glidepath not coincident.

Procedure Turn NA



| CATEGORY     | A                    | B                    | C                    | D                    |
|--------------|----------------------|----------------------|----------------------|----------------------|
| LPV DA       | 3458-1 293 (300-1)   |                      |                      |                      |
| LNAV/VNAV DA | 3566-1½ 401 (400-1½) |                      |                      |                      |
| LNAV MDA     | 3580-1 415 (500-1)   | 3580-1¼ 415 (500-1¼) |                      |                      |
| CIRCLING     | 3700-1 533 (600-1)   | 3720-1 553 (600-1)   | 3820-1¾ 653 (700-1¾) | 3840-2¼ 673 (700-2¼) |

ELEV 3167



REIL Rwy 10 and 28 **0**  
 MIRL Rwy 10-28 **0**

MOUNTAIN HOME, IDAHO

Orig 17DEC09

43°08'N-115°44'W

MOUNTAIN HOME MUNI (U76)

## RNAV (GPS) RWY 28

**MURPHY HOT SPRINGS** (See THREE CREEK)**NAMPA MUNI** (MAN) 0 E UTC-7(-6DT) N43°34.88' W116°31.38'**SALT LAKE CITY**

2537 B S4 FUEL 100LL, JET A OX 2 TPA-3537(1000) NOTAM FILE BOI

H-1C, L-11B

RWY 11-29: H5000X75 (ASPH) S-26, D-50, 2D-60 MIRL

IAP

RWY 11: PAPI(P2L)—GA 3.0° TCH 40'. Building.

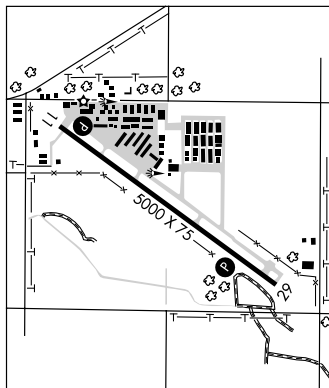
RWY 29: PAPI(P2L)—GA 3.62° TCH 45'. Trees.

**AIRPORT REMARKS:** Attended 1500-0000Z±. ACTIVATE PAPI Rwy 11 and Rwy 29—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.325 (208) 318-0040.**COMMUNICATIONS:** CTAF/UNICOM 122.7**SQUAW BUTTE RCO** 122.45 (BOISE RADIO)Ⓡ **BOISE APP/DEP CON** 119.6**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.**BOISE (H) VORTACW** 113.3 BOI Chan 80 N43°33.17'

W116°11.53' 260° 14.5 NM to fld. 2876/17E.

**MERIDIAN NDB (MHW)** 238 MPA N43°36.20'

W116°32.34' 136° 1.5 NM to fld.

**NEW MEADOWS** (1U4) 0 N UTC-7(-6DT) N44°58.68' W116°17.04'**GREAT FALLS**

3908 NOTAM FILE BOI

RWY 14-32: 2400X150 (TURF-GRVL)

RWY 14: Fence. RWY 32: Tree. Rgt tfc.

**AIRPORT REMARKS:** Unattended. No winter maintenance. No line of sight between rwy ends. Rwy 14-32 edges and thlds marked with white rocks. Rwy 14-32 South half 20' wide gravel strip with loose rocks up to 2", North half sparse gravel up to 2", grass may be high. No telephone avbl at arpt.**COMMUNICATIONS:** CTAF 122.9**CASCADE RCO** 122.35 (BOISE RADIO)**NEZ PERCE** N46°22.89' W116°52.17' NOTAM FILE LWS.**SEATTLE**(L) **VOR/DME** 108.2 MQG Chan 19 246° 6.1 NM to Lewiston-Nez Perce Co. 1720/20E.

L-13B

DME unmonitored.

VOR portion unusable:

075°-115° byd 20 NM blo 12,000'

280°-290° byd 20 NM blo 4,200'

115°-155° byd 25 NM blo 6,900'

290°-335° byd 25 NM blo 4,000'

**NEZ PERCE MUNI** (ØS5) 0 N UTC-8(-7DT) N46°14.31' W116°14.31'**GREAT FALLS**

3201 NOTAM FILE BOI

RWY 15-33: H2400X30 (ASPH)

RWY 15: Hill. RWY 33: Trees.

**AIRPORT REMARKS:** Attended Apr-Oct Mon-Fri 1600-0100Z±, Nov-Mar irregularly. 55' AGL unmarked/unlgt'd steel grain twr located 1350' south of Rwy 33, 116' left of extended centerline.**COMMUNICATIONS:** CTAF 122.9**NORDMAN****PRIEST LAKE USFS** (67S) 3 S UTC-8(-7DT) N48°34.50' W116°57.81'**GREAT FALLS**

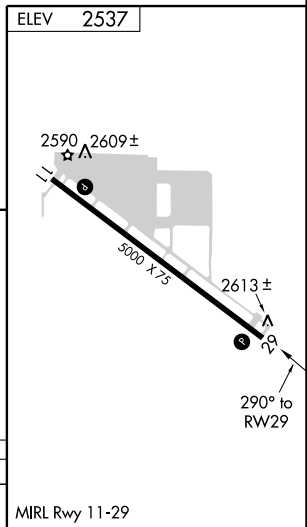
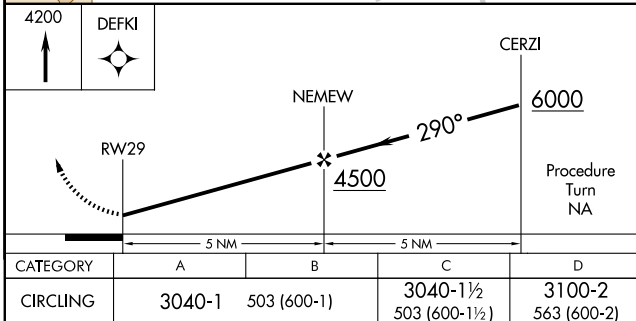
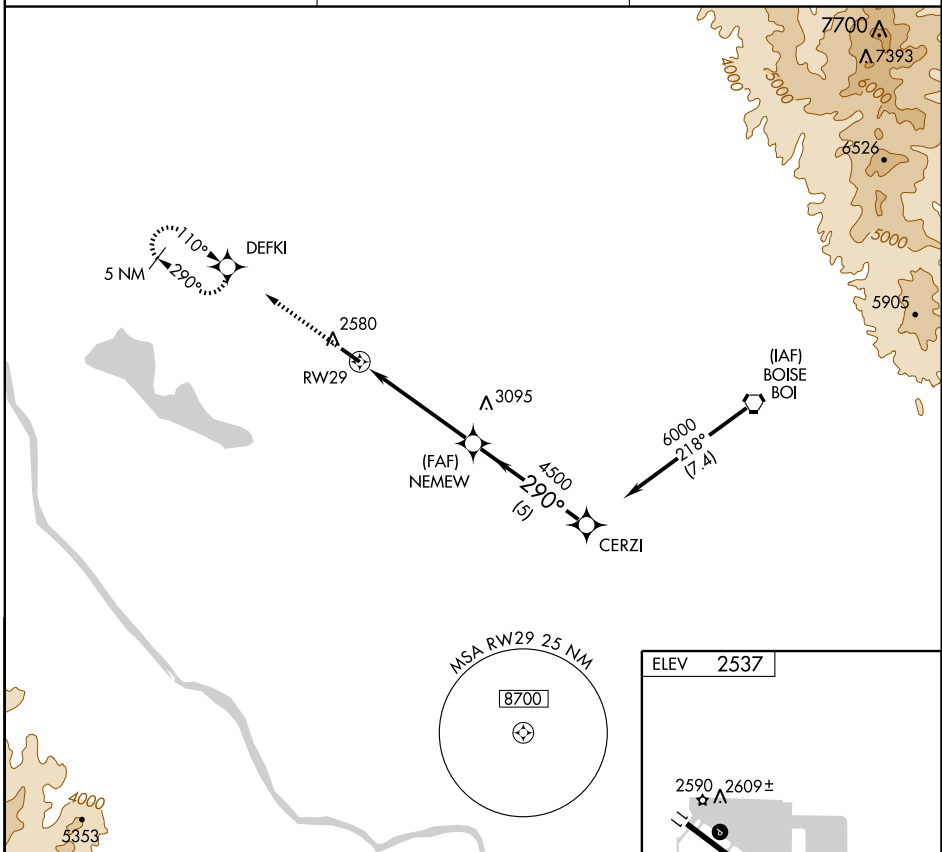
2611 NOTAM FILE BOI

RWY 14-32: 4400X175 (TURF-GRVL)

RWY 14: Road. RWY 32: Road.

**AIRPORT REMARKS:** Unattended. USFS helipad private use. No winter maintenance. Rwy 14-32 may not be mowed to full width. Rwy 32 +14' road at 300' on centerline, 60' trees at 500' to 1000' on centerline. Rwy 14-32 thlds marked with concrete strips. Do not park acft within 100' of wx station.**COMMUNICATIONS:** CTAF 122.9

|  |                                 |  |
|--|---------------------------------|--|
|  NA | Use Caldwell altimeter setting. | MISSED APPROACH: Climb to 4200 direct DEFKI WP and hold. |
|--|---------------------------------|--|

UNICOM  
122.7 (CTAF) **L**

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1. 26 AUG 2010 to 23 SEP 2010





|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>78202</b><br><b>W11A</b> | APP CRS<br><b>110°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>2537</b><br><b>2537</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 11

NAMPA MUNI (MAN)

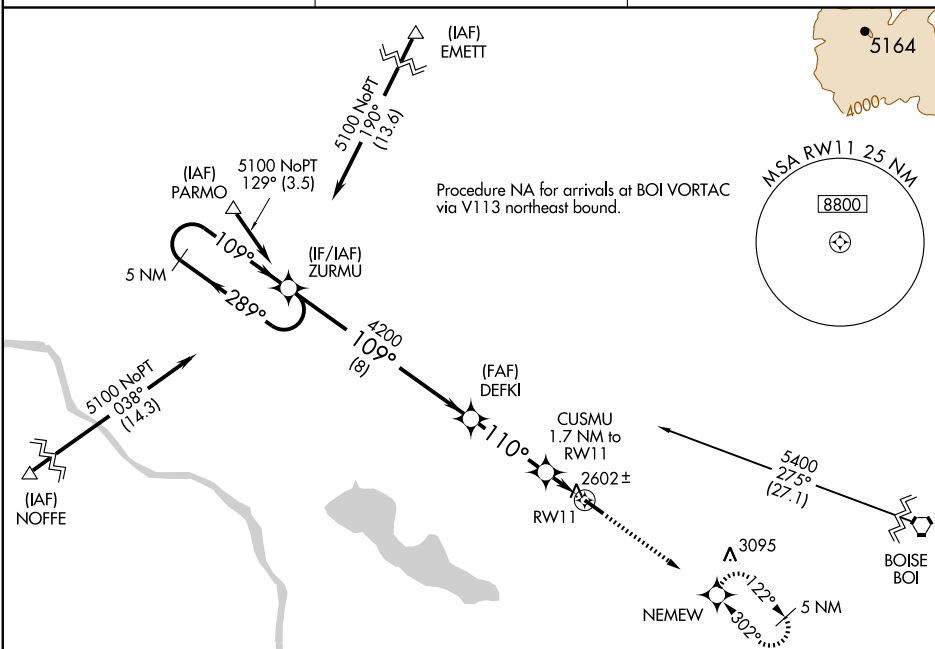
▼ Baro-VNAV NA.  
 ▲ NA Use Coldwell Industrial altimeter setting; if not received, use Boise Air Terminal/Gowen Fld altimeter setting and increase all DAs/MDAs 60 feet.  
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4800 direct NEMEW and hold, continue climb-in-hold to 4800.

AWOS-3  
**118.325**

BOISE APP CON  
**119.6 269.4**

UNICOM  
**122.7 (CTAF) 0**



|                      |                    |        |                        |                      |                    |               |
|----------------------|--------------------|--------|------------------------|----------------------|--------------------|---------------|
| 5 NM Holding Pattern |                    | ZURMU  | DEFKI                  | CUSMU 1.7 NM to RW11 | 4800               | NEMEW         |
| 5100 ← 289°          |                    | 109° → | 109°                   | 110°                 | *3120              | *LNAV only    |
| GS 3.00°<br>TCH 40   |                    | 8 NM   | 3.3 NM                 | 1.7 NM               |                    |               |
| CATEGORY             | A                  | B      | C                      | D                    |                    |               |
| LPV DA               | 2844-1             |        | 307 (400-1)            |                      |                    |               |
| LNAV/VNAV DA         | 2881-1 ¼           |        | 344 (400-1 ¼)          |                      |                    |               |
| LNAV MDA             | 2900-1             |        | 363 (400-1)            |                      | 2900-1 ¼           | 363 (400-1 ¼) |
| CIRCLING             | 3040-1 503 (600-1) |        | 3040-1 ½ 503 (600-1 ½) |                      | 3100-2 563 (600-2) |               |

MIRL Rwy 11-29

## AIRPORT DIAGRAM

AL-327 (FAA)

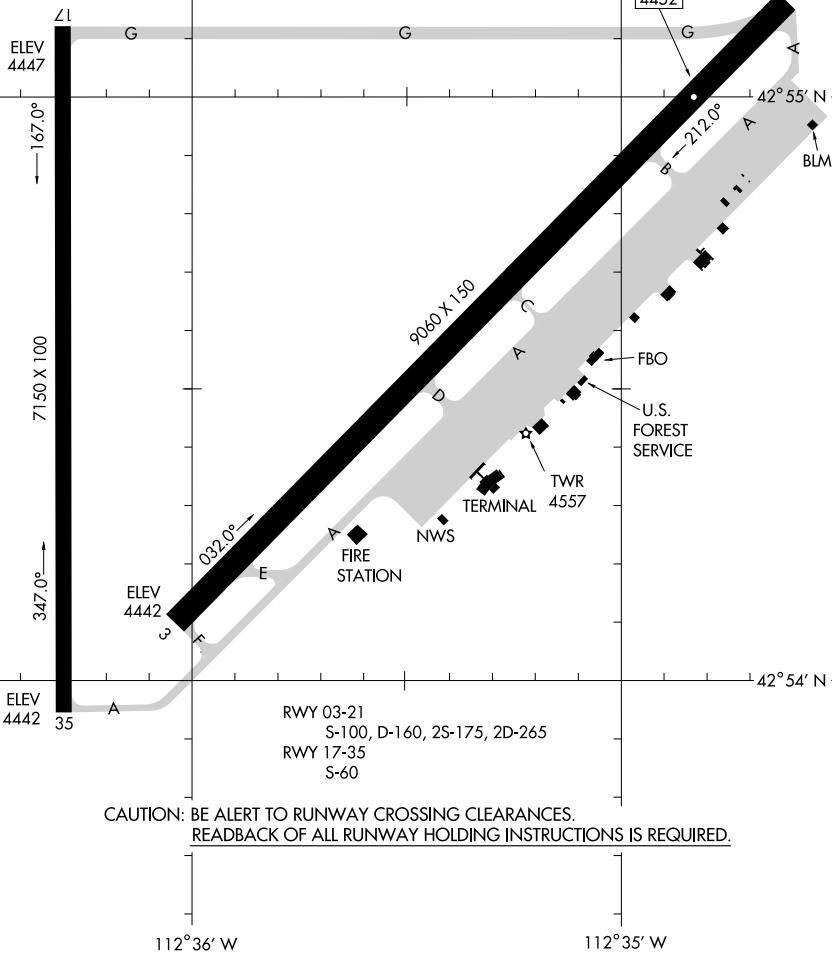
POCATELLO RGNL (PIH)

POCATELLO, IDAHO

ATIS  
135.625  
POCATELLO TOWER ★  
119.1 257.8  
GND CON  
121.9

D

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W



NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

POCATELLO, IDAHO

POCATELLO RGNL (PIH)

**PAYETTE MUNI** (S75) 2 NE UTC-7(-6DT) N44°05.67' W116°54.22'

SALT LAKE CITY  
L-11B

2228 B S8 NOTAM FILE BOI

RWY 13-31: H3000X50 (ASPH) S-8 LIRL

RWY 13: Thld dspcd 250'. Trees.

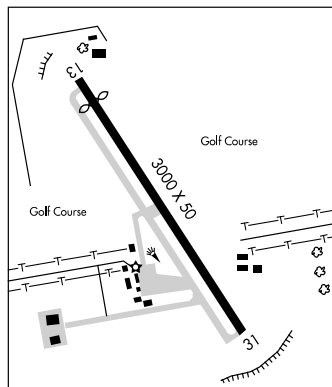
**AIRPORT REMARKS:** Unattended. Golfers adjacent to rwy edges and Rwy 13 thld. Arpt CLOSED to acft over 10,000 lbs gross weight. Rwy 31 thlds marked with white concrete markers and white concrete boundary markers. 2885' MSL (405' AGL) marked and lgtd steel tower located 2.2 miles S of arpt. ACTIVATE LIRL Rwy 13-31—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.

BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17'

W116°11.53' 300° 44.8 NM to fld. 2876/17E.



**PINE** (1U9) 1 S UTC-7(-6DT) N43°27.74' W115°18.55'

SALT LAKE CITY

4232 NOTAM FILE BOI

RWY 16-34: 2300X125 (TURF-DIRT)

RWY 16: Road. RWY 34: Brush. Rgt tfc.

**AIRPORT REMARKS:** Unattended. No winter maintenance. Dog-leg north end of strip. Rwy 16-34 edges and thlds marked with white rocks.

**COMMUNICATIONS:** CTAF 122.9

**POCATELLO RGNL** (PIH) 7 NW UTC-7(-6DT) N42°54.59' W112°35.76'

SALT LAKE CITY

4452 B S4 FUEL 100LL, JET A1, A1 + OX 3, 4 Class II, ARFF Index A NOTAM FILE PIH

H-3D, L-11C

RWY 03-21: H9060X150 (ASPH-PFC) S-100, D-160, 2S-175, 2D-265 HIRL

IAP, AD

RWY 03: ODALS. VASI(V4L)—GA 3.0° TCH 53'.

RWY 21: MALSR. PAPI(P4L)—GA 3.0° TCH 58'.

RWY 17-35: H7150X100 (ASPH) S-60 MIRL

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 45'.

RWY 35: PAPI(P4L)—GA 3.0° TCH 45'. Pole.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 03: TORA-9060 TODA-9060 ASDA-9060 LDA-9060

RWY 21: TORA-9060 TODA-9060 ASDA-9060 LDA-9060

**AIRPORT REMARKS:** Attended 1300-0500Z±. Flocks of waterfowl invof arpt. Twy G has no edge lights or reflectors, restricted to day use only. Radio controlled acft 1 mile east of arpt blo 400' AGL. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 208-234-6154 or 208-237-4738. Rwy 17-35 not available to air carrier ops with more than 30 passenger seats. After twr closed ACTIVATE MIRL Rwy 17-35, HIRL Rwy 03-21, ODALS Rwy 03, MALSR Rwy 21—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.625 (208) 235-1287.

**COMMUNICATIONS:** CTAF 119.1 ATIS 135.625 (208) 232-2269

UNICOM 122.95

RCO 122.35 (BOISE RADIO)

Ⓡ SALT LAKE CENTER APP/DEP CON 128.35

TOWER 119.1 (1300-0500Z±) GND CON 121.9

**AIRSPACE:** CLASS D svc 1300-0500Z± other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIH.

(H) VORTACW 112.6 PIH Chan 73 N42°52.22' W112°39.13' 029° 3.4 NM to fld. 4433/17E.

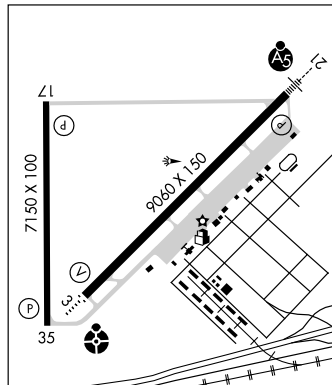
VOR portion unusable 060°-130° beyond 25 NM below 13,500'.

DME portion unusable 060°-130° beyond 25 NM below 13,500'.

TYHEE NDB (LOM) 383 PI N42°57.83' W112°30.98' 210° 4.8 NM to fld. Unmonitored when twr clsd.

ILS/DME 110.3 I-PIH Chan 40 Rwy 21. Class IE. LOM TYHEE NDB. LOC unmonitored when twr clsd.

**COMM/NAV/WEATHER REMARKS:** Freq 121.5 not avbl at tower. FBO monitors 122.95 and 123.0.



# ILS or LOC RWY 21

## POCATELLO RGNL (PIH)

|   |                        |   |
|---|------------------------|---|
| LOC/DME I-PIH<br><b>110.3</b><br>Chan <b>40</b> | APP CRS<br><b>211°</b> | Rwy Idg<br>TDZE<br><b>4452</b><br>Apt Elev<br><b>4452</b> |
|---|------------------------|---|

**▼** Circling NA southeast of Rwy 3-21.  
**▲** For inoperative MALSR, increase S-ILS-21 Cat E visibility to RVR 4000, and S-LOC-21 Cat E visibility to RVR 5000. \*\*Visibility CAT A/B/C/D, RVR 1800 authorized with the use of FD or AP or HUD to DA.

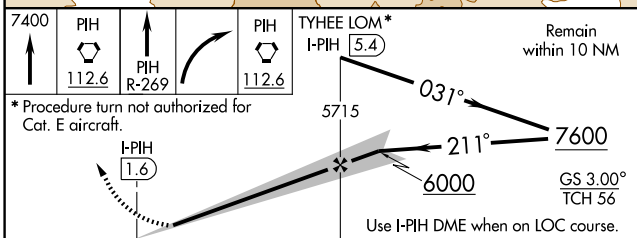
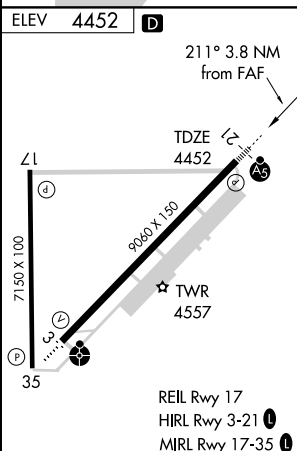
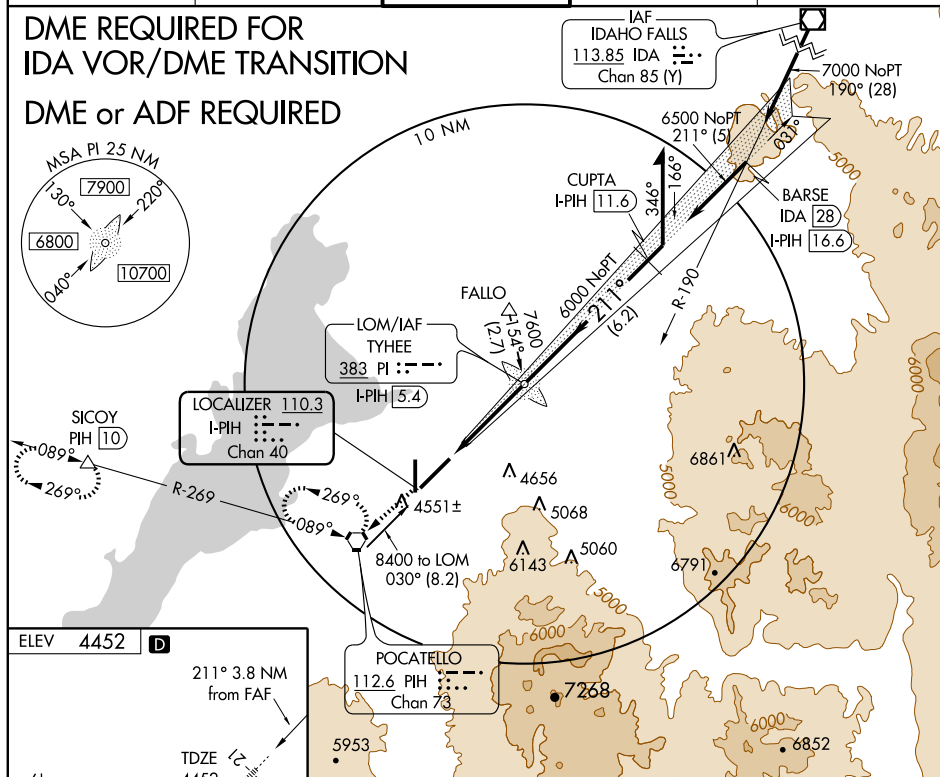


**MISSED APPROACH:** Climb to 7400 direct PIH VORTAC, continue climb via PIH VORTAC R-269, then right turn direct PIH VORTAC and hold (TACAN aircraft continue via PIH VORTAC R-269 to SICOY/ PIH 10 DME and hold W, right turns, 089° inbound).

|                        |  |   |                         |                         |
|------------------------|--|---|-------------------------|-------------------------|
| ATIS<br><b>135.625</b> | SALT LAKE CENTER<br><b>128.35 239.25</b> | POCATELLO TOWER*<br><b>119.1 (CTAF) 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|-------------------------|-------------------------|

## DME REQUIRED FOR IDA VOR/DME TRANSITION

## DME or ADF REQUIRED



| CATEGORY | A   | B                     | C                             | D      | E           |
|----------|---|-----------------------|-------------------------------|--------|-------------|
| S-ILS 21 | ** 4652/24 200 (200-1/2)                    |                       |                               |        |             |
| S-LOC 21 | 4740/24 288 (300-1/2) 4740/40 288 (300-3/4) |                       |                               |        |             |
| CIRCLING | 4820-1<br>368 (400-1)                       | 4920-1<br>468 (500-1) | 4920-1 1/2<br>468 (500-1 1/2) | 5020-2 | 568 (600-2) |

## KNURL ONE DEPARTURE (OBSTACLE)

BOISE RADIO

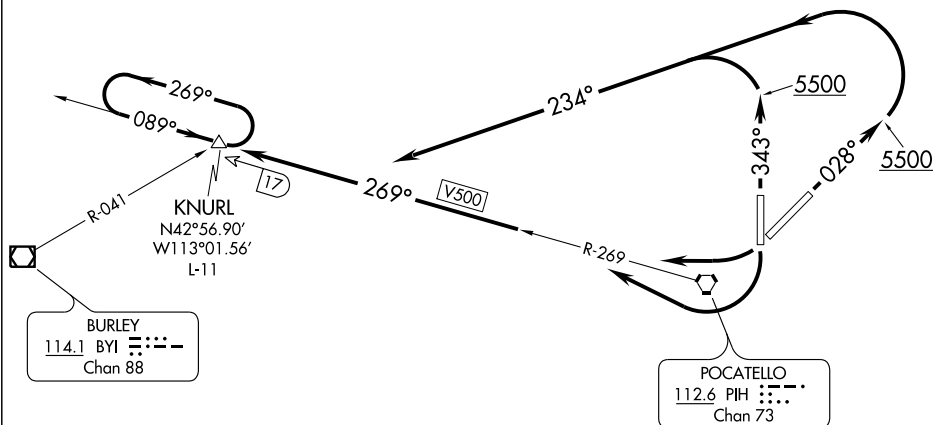
122.6

POCATELLO TOWER ★

119.1 (CTAF) 257.8

SALT LAKE CENTER

128.35 239.25



## TAKE-OFF MINIMUMS

Rwy 3, 21, 35: Standard.

Rwy 17, 400-2 or standard with minimum climb of 270' per NM to 4900.

## TAKE-OFF OBSTACLE NOTES

Rwy 3, Trees beginning 3353' from DER, 735' left of centerline, up to 100' AGL/4549' MSL.

Rod on obstruction light 978' from DER, 759' right of centerline, 39' AGL/4486' MSL.

Rwy 17, Transmission tower 1.1 NM from DER, 2395' left of centerline, 252' AGL/4693' MSL.

Trees beginning 1.6 NM from DER, 2642' left of centerline, up to 100' AGL/4759' MSL.

Fence 112' from DER, 416' right of centerline, 12' AGL/4453' MSL.

Bush 30' from DER, 261' right of centerline, 3' AGL/4445' MSL.

Fence 208' from DER, 421' right of centerline, 13' AGL/4449' MSL.

Rwy 21, Antenna 453' from DER, 309' left of centerline, 20' AGL/4466' MSL.

Light on localizer, 543' from DER, 286' left of centerline, 20' AGL/4462' MSL.

Rwy 35, Electrical equipment 197' from DER, 248' left of centerline, 7' AGL/4454' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb heading 028° to 5500, then climbing left turn to 7500 via heading 234° and PIH R-269 to KNURL INT, thence . . .

TAKE-OFF RUNWAY 35: Climb heading 343° to 5500, then climbing left turn to 7500 via heading 234° and PIH R-269 to KNURL INT, thence . . .

TAKE-OFF RUNWAY 17: Climbing right turn to 7500 via PIH R-269 to KNURL INT, thence . . .

TAKE-OFF RUNWAY 21: Climbing right turn to 7500 via PIH R-269 to KNURL INT, thence . . .

. . . via assigned route expect filed altitude 10 minutes after departure.

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>97502</b><br><b>W03A</b> | APP CRS<br><b>031°</b> | Rwy Idg<br>TDZE <b>4444</b><br>Apt Elev <b>4452</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 3

POCATELLO RGNL (PIH)

**▼** Inoperative table does not apply. Circling NA southeast of Rwy 3-21.  
**▲** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (9°F) or above 40°C (104°F). If local altimeter setting not received, use Idaho Falls Rgnl altimeter setting and increase all DAs/MDAs 140 feet.  
 Baro-VNAV NA when using Idaho Falls Rgnl altimeter setting.

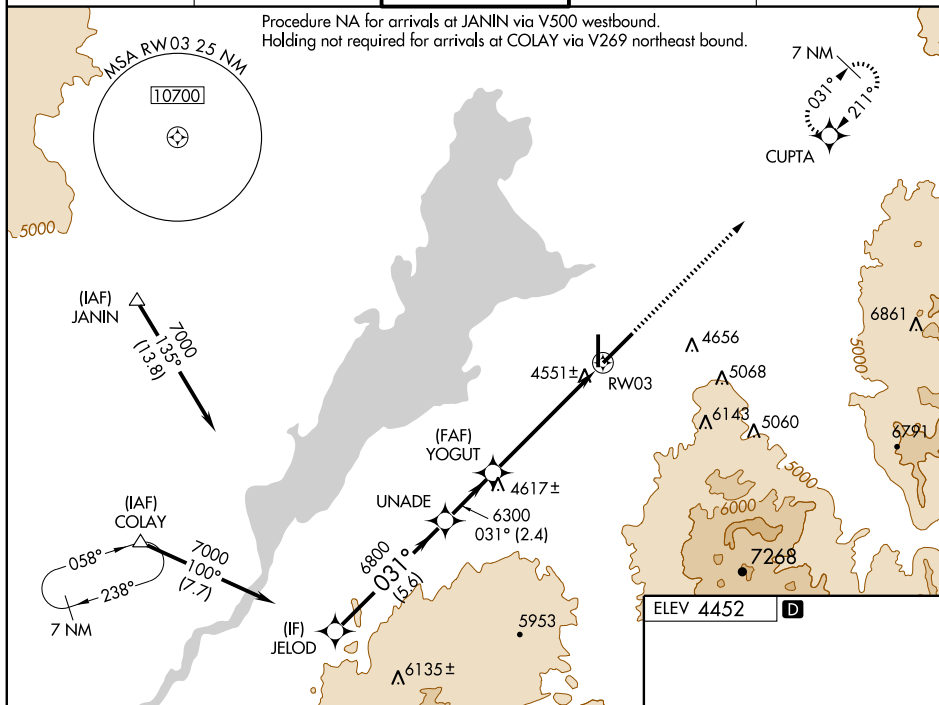
## ODALS



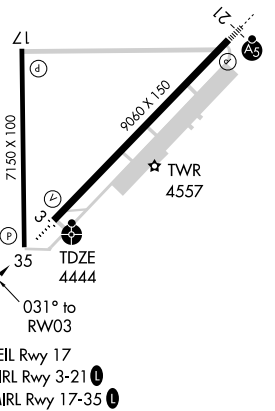
**MISSED APPROACH:**  
Climb to 7300 direct  
CUPTA and hold.

|                        |  |   |                         |                         |
|------------------------|--|---|-------------------------|-------------------------|
| ATIS<br><b>135.625</b> | SALT LAKE CENTER<br><b>128.35 239.25</b> | POCATELLO TOWER★<br><b>119.1 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|-------------------------|-------------------------|

Procedure NA for arrivals at JANIN via V500 westbound.  
Holding not required for arrivals at COLAY via V269 northeast bound.



|                   |  |              |  |              |       |
|-------------------|--|--------------|--|--------------|-------|
| JELOD             |  | UNADE        |  | 7300         | CUPTA |
| 7000              |  | 031°         |  | 6800         |       |
| Procedure Turn NA |  | YOGUT        |  | 6300         |       |
| GS 3.00°          |  | RW03         |  | 7150 X 100   |       |
| TCH 53            |  | 5.6 NM       |  | 2.4 NM       |       |
| CATEGORY          |  | A            |  | B            |       |
| LPV DA            |  | 4694-1       |  | 250 (300-1)  |       |
| LNAV/VNAV DA      |  | 4978-1¾      |  | 534 (600-1¾) |       |
| LNAV MDA          |  | 4880-1       |  | 436 (500-1)  |       |
| CIRCLING          |  | 4980-1       |  | 528 (600-1)  |       |
|                   |  | 4880-1½      |  | 436 (500-1½) |       |
|                   |  | 4980-1½      |  | 5020-2       |       |
|                   |  | 528 (600-1½) |  | 568 (600-2)  |       |



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>78212</b><br><b>W21A</b> | APP CRS<br><b>211°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9060</b><br><b>4452</b><br><b>4452</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 21

POCATELLO RGNL (PIH)

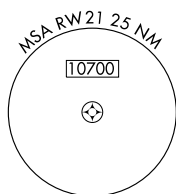
**▼** Inoperative table does not apply to LNAV Cat D. For inoperative MALSR when using Idaho Falls altimeter setting, increase LPV all Cats visibility to 1 ¼ mile.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Idaho Falls altimeter setting and increase all DA and MDA 140 feet; increase LPV all Cats, LNAV Cat C, and Circling Cat C and D visibility ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile.  
 Baro-VNAV and VDP NA when using Idaho Falls altimeter setting.  
 Circling NA southeast of Rwy 3-21. Circling NA at night to Rwy 17-35.



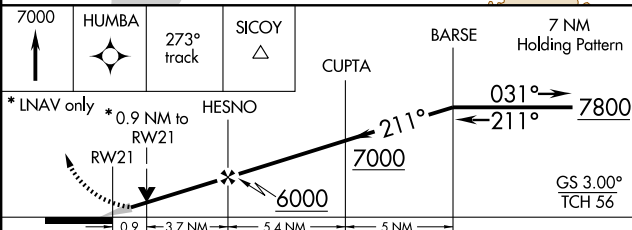
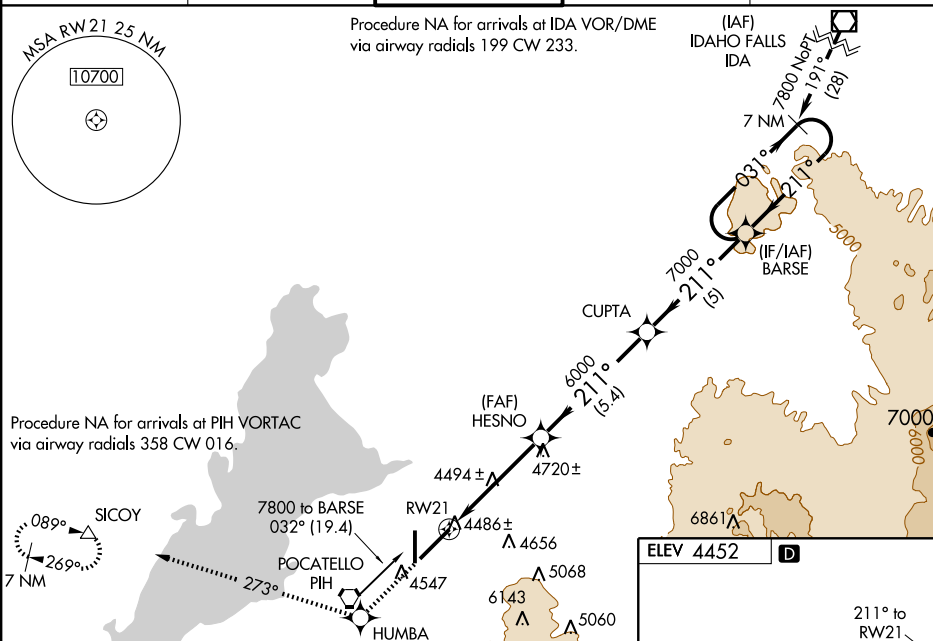
**MISSED APPROACH:**  
 Climb to 7000 direct HUMBA  
 and via 273° track to SICOY  
 and hold.

|                        |  |   |                         |                         |
|------------------------|--|---|-------------------------|-------------------------|
| ATIS<br><b>135.625</b> | SALT LAKE CENTER<br><b>128.35 239.25</b> | POCATELLO TOWER★<br><b>119.1 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|-------------------------|-------------------------|

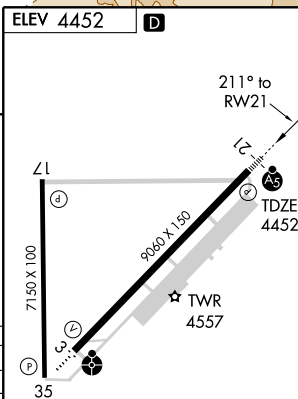
Procedure NA for arrivals at IDA VOR/DME  
 via airway radials 199 CW 233.



Procedure NA for arrivals at PIH VORTAC  
 via airway radials 358 CW 016.



| CATEGORY     | A                     | B                     | C                       | D                      |
|--------------|-----------------------|-----------------------|-------------------------|------------------------|
| LPV DA       |                       | 4652/24               | 200 (200-½)             |                        |
| LNAV/VNAV DA |                       | 4797/40               | 345 (400-¾)             |                        |
| LNAV MDA     |                       | 4780/24               | 328 (400-½)             | 4780/50<br>328 (400-1) |
| CIRCLING     | 4820-1<br>368 (400-1) | 4920-1<br>468 (500-1) | 4920-1½<br>468 (500-1½) | 5020-2<br>568 (600-2)  |



REIL Rwy 17  
 HIRL Rwy 3-21  
 MIRL Rwy 17-35





## VOR or TACAN RWY 3

POCATELLO RGNL (PIH)

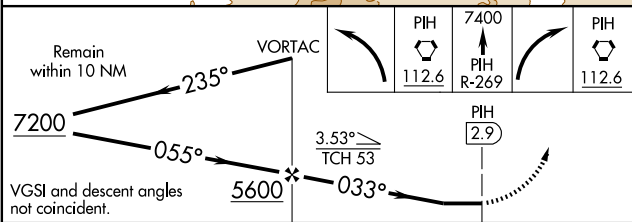
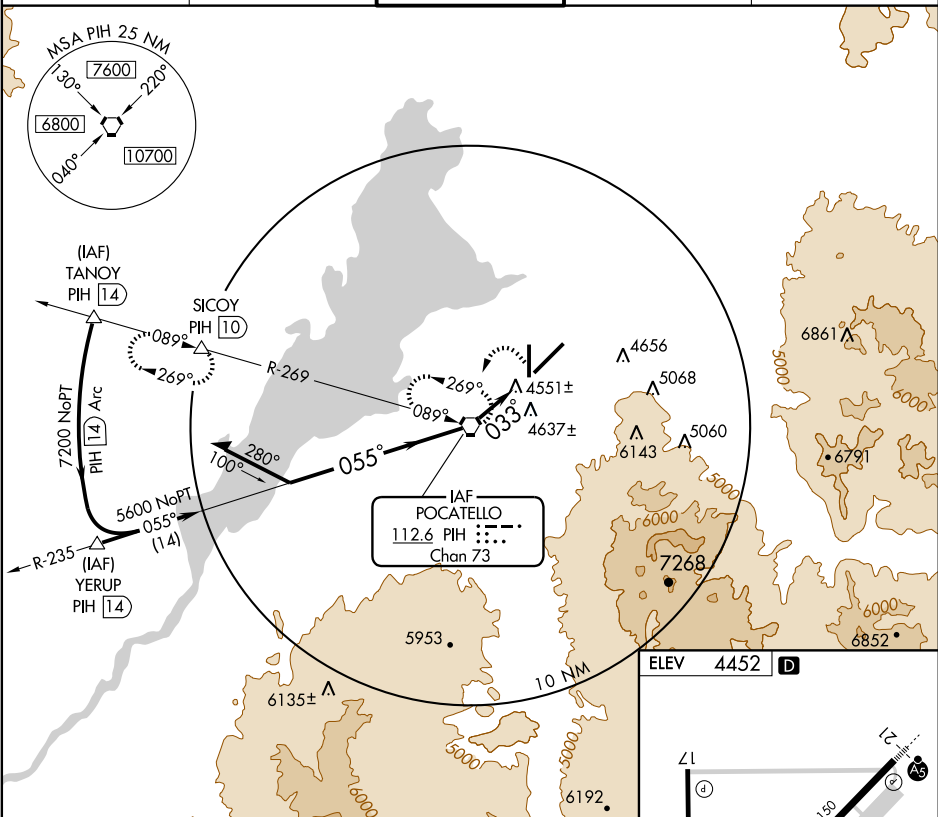
|            |         |          |      |
|------------|---------|----------|------|
| VORTAC PIH | APP CRS | Rwy Idg  | 9060 |
| Chan 73    | 033°    | TDZE     | 4444 |
|            |         | Apt Elev | 4452 |

✚ Circling not authorized Southeast of Rwy 3-21.  
Inoperative table does not apply.

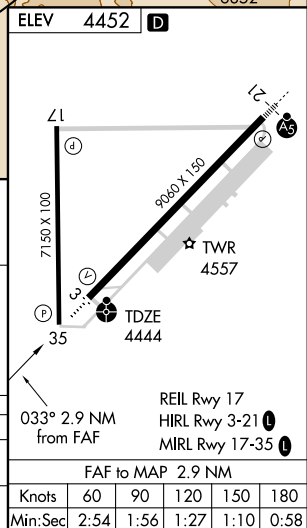


MISSED APPROACH: Climbing left turn direct PIH VORTAC, continue to 7400 via PIH VORTAC R-269, then right turn direct PIH VORTAC and hold (TACAN aircraft continue via R-269 to SICOY/PIH 10 DME and hold W, right turns, 089° inbound).

|                 |                                   |  |                  |                  |
|-----------------|-----------------------------------|--|------------------|------------------|
| ATIS<br>135.625 | SALT LAKE CENTER<br>128.35 239.25 | POCATELLO TOWER★<br>119.1 (CTAF) 257.8 | GND CON<br>121.9 | UNICOM<br>122.95 |
|-----------------|-----------------------------------|--|------------------|------------------|



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| S-3      | 4940-1 | 496 (500-1) |                         | NA |
| CIRCLING | 4940-1 | 488 (500-1) | 4940-1½<br>488 (500-1½) | NA |



## VOR or TACAN RWY 3

**REXBURG—MADISON CO** (RXE) 1 NW UTC-7(-6DT) N43°50.03' W111°48.31'

SALT LAKE CITY

4858 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE RXE

L-11D

RWY 17-35: H4200X75 (ASPH) S-30 MIRL

IAP

RWY 17: VASI(V4R)—GA 3.0°TCH 50'. Thld dsplcd 300'. Tree.

RWY 35: REIL. VASI(V4L)—GA 3.0°TCH 40'. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 17: TORA-4200 TODA-4200 ASDA-4200 LDA-3900

RWY 35: TORA-4200 TODA-4200 ASDA-3900 LDA-3900

**AIRPORT REMARKS:** Attended Mon-Sat 1500-0100Z+. ACTIVATE VASI  
Rwy 17 and Rwy 35 and REIL Rwy 35-CTAF.

**WEATHER DATA SOURCES:** ASOS 135.075 (208) 356-0986.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

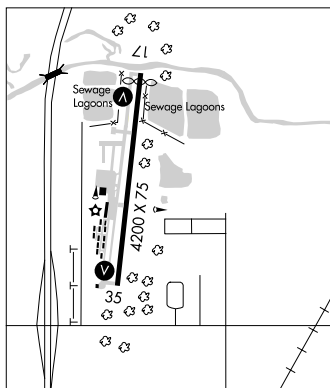
Ⓡ SALT LAKE CENTER APP/DEP CON 128.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IDA.

IDAHO FALLS (H) VORW/DME 113.85 IDA Chan 85(Y)

N43°31.14' W112°03.84' 016° 22.0 NM to fld.

4724/15E.



**RIGBY—JEFFERSON CO** (U56) 2 S UTC-7(-6DT) N43°38.55' W111°55.76'

SALT LAKE CITY

4845 B FUEL 100LL NOTAM FILE BOI

L-11D

RWY 01-19: H3500X50 (ASPH) LIRL

RWY 19: Thld dsplcd 200'. Road.

**AIRPORT REMARKS:** Unattended. Noise abatement procedures in effect.

Call arpt manager 208-754-4352. ACTIVATE LIRL Rwy

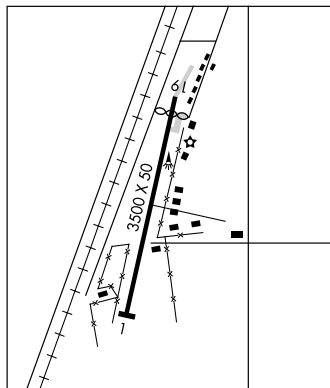
01-19-CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.

DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33'

W112°12.56' 140° 29.4 NM to fld. 4915/15E.



**ROCKFORD MUNI** (2U4) 0 E UTC-7(-6DT) N43°11.37' W112°31.91'

SALT LAKE CITY

4465 NOTAM FILE BOI

RWY 16-34: H2800X50 (ASPH)

RWY 16: Railroad.

RWY 34: Fence.

**AIRPORT REMARKS:** Unattended. Rwy 16 use extreme CAUTION: railroad boxcars are often parked on centerline.

Considerable agriculture ops during growing season. No winter maintenance.

**COMMUNICATIONS:** CTAF 122.9

# RNAV (GPS) RWY 35

REXBURG-MADISON COUNTY (R.XE)

APP CRS  
**351°**

Rwy Idg **3900**  
TDZE **4858**  
Apt Elev **4858**



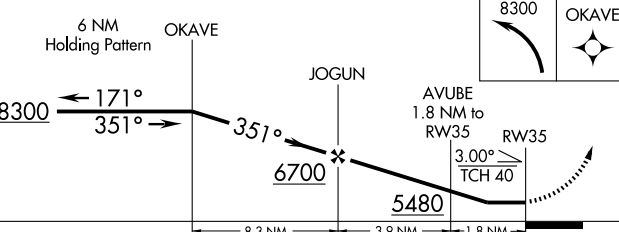
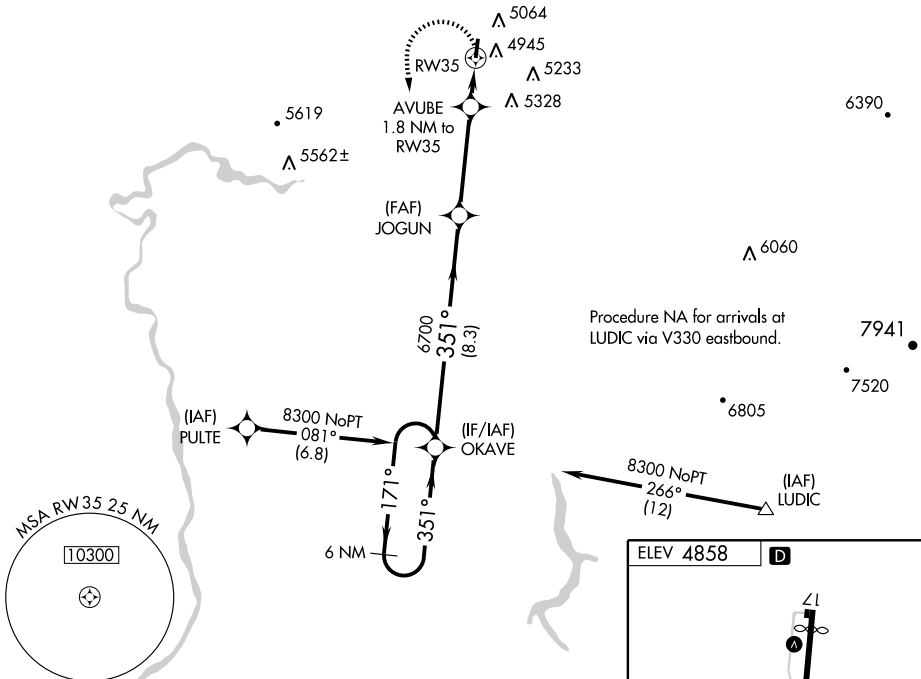
If local altimeter setting not received, use Idaho Falls  
Rgnl altimeter setting and increase all MDAs 80 feet.  
When VGSI inoperative, procedure NA at night.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn  
to 8300 direct OKAVE and hold.

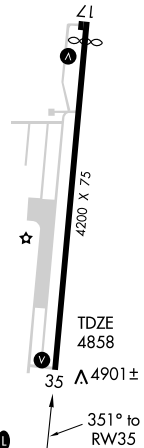
ASOS  
**135.075**

SALT LAKE CENTER  
**128.35 239.25**

UNICOM  
**122.8 (CTAF)**



ELEV 4858



| CATEGORY | A                     | B                     | C                     | D                       |
|----------|-----------------------|-----------------------|-----------------------|-------------------------|
| LNAV MDA | 5260-1                | 402 (500-1)           | 5260-1¼               | 402 (500-1¼)            |
| CIRCLING | 5380-1<br>522 (600-1) | 5580-1<br>722 (800-1) | 5580-2<br>722 (800-2) | 5620-2½<br>762 (800-2½) |

REIL Rwy 35  
MIRL Rwy 17-35

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| VOR/DME IDA<br><b>113.85</b><br>Chan <b>85</b> (Y) | APP CRS<br><b>016°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3900</b><br><b>4858</b><br><b>4858</b> |
|--|------------------------|-----------------------------|---|

# VOR RWY 35

REXBURG-MADISON COUNTY (R.XE)



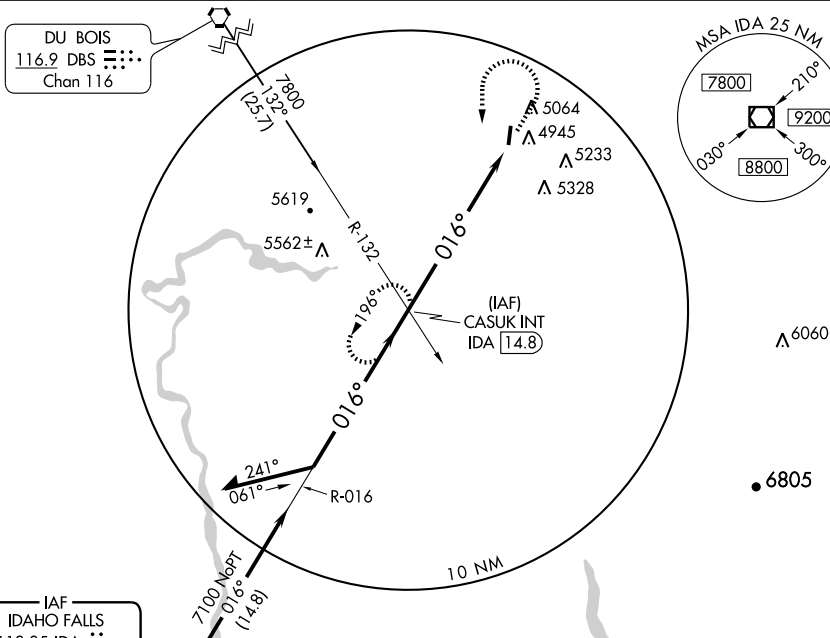
If local altimeter setting not received, use Idaho Falls Rgnl altimeter setting minima.

MISSED APPROACH: Climb to 6200 then climbing left turn to 7100 via IDA R-016 to CASUK Int/IDA 14.8 DME and hold.

ASOS  
**135.075**

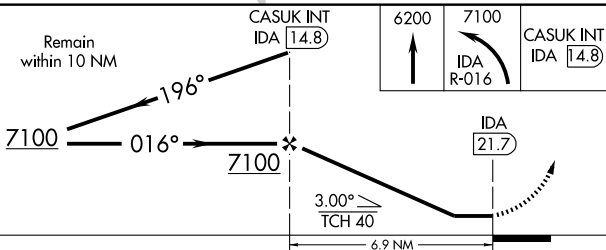
SALT LAKE CENTER  
**128.35 239.25**

UNICOM  
**122.8** (CTAF) **0**

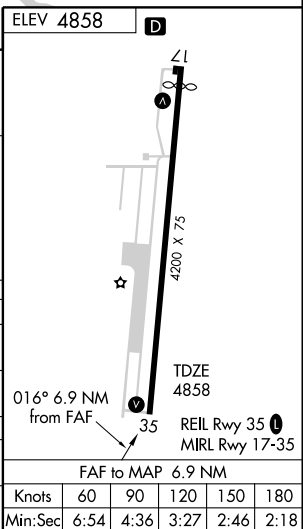


IAF  
IDAHO FALLS  
113.85 IDA Chan 85 (Y)

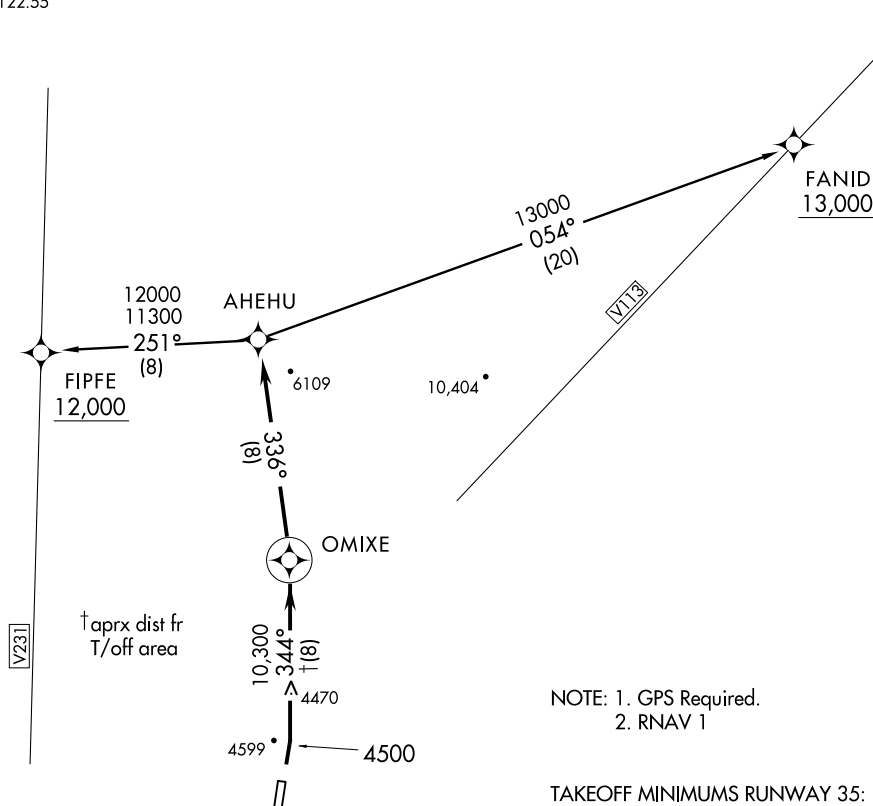
ELEV 4858



| CATEGORY                                    | A                        | B                        | C                       | D                       |
|---|--------------------------|--------------------------|-------------------------|-------------------------|
| S-35  | 5640-1<br>782 (800-1)    | 5640-1¼<br>782 (800-1¼)  | 5640-2¼<br>782 (800-2¼) | 5640-2½<br>782 (800-2½) |
| CIRCLING                                    | 5640-1<br>782 (800-1)    | 5640-1¼<br>782 (800-1¼)  | 5640-2¼<br>782 (800-2¼) | 5660-2½<br>802 (900-2½) |
| IDAHO FALLS RGNL ALTIMETER SETTING MINIMUMS |                          |                          |                         |                         |
| S-35  | 5820-1¼<br>962 (1000-1¼) | 5820-1½<br>962 (1000-1½) | 5820-3                  | 962 (1000-3)            |
| CIRCLING                                    | 5820-1¼<br>962 (1000-1¼) | 5820-1½<br>962 (1000-1½) | 5820-3                  | 962 (1000-3)            |



## AHEHU ONE DEPARTURE (RNAV)

SALT LAKE CENTER  
132.4 338.3  
BOISE RADIO  
122.55NOTE: 1. GPS Required.  
2. RNAV 1TAKEOFF MINIMUMS RUNWAY 35:  
Standard with a minimum climb of 440'  
per NM to 10,300'.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

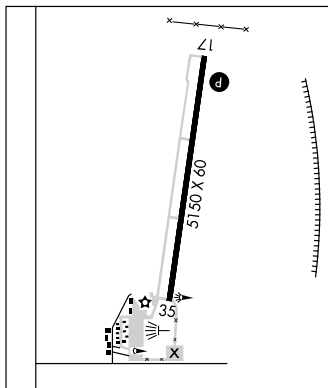
TAKE-OFF RUNWAY 17: NA.

TAKE-OFF RUNWAY 35: Climb runway heading to 4500', then climbing left turn to 10,300' via 344° course to OMIXE WP, then via 336° course to AHEHU WP.

Thence ....

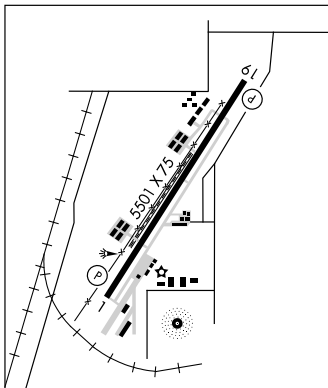
FANID TRANSITION (AHEHU1.FANID):FIPFE TRANSITION (AHEHU1.FIPFE):

## IAP



## L-13B

## IAP



## GREAT FALLS

(See KELLOGG)

|                        |                             |                           |
|------------------------|-----------------------------|---------------------------|
| APP CRS<br><b>164°</b> | Rwy Idg<br>TDZE<br>Apt Elev | N/A<br>N/A<br><b>4043</b> |
|------------------------|-----------------------------|---------------------------|

# RNAV (GPS) -C

SALMON/LEMHI COUNTY (SMN)

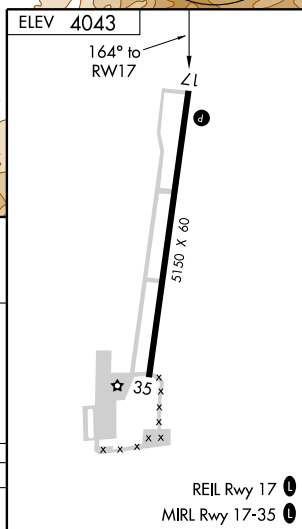
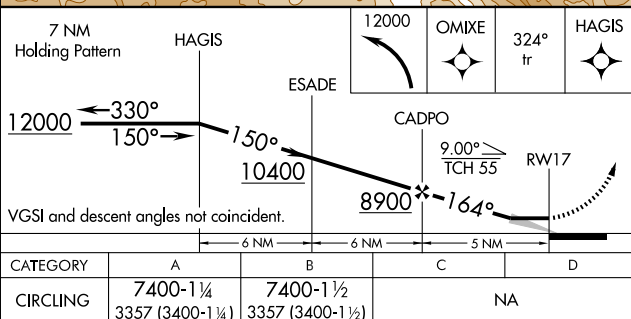
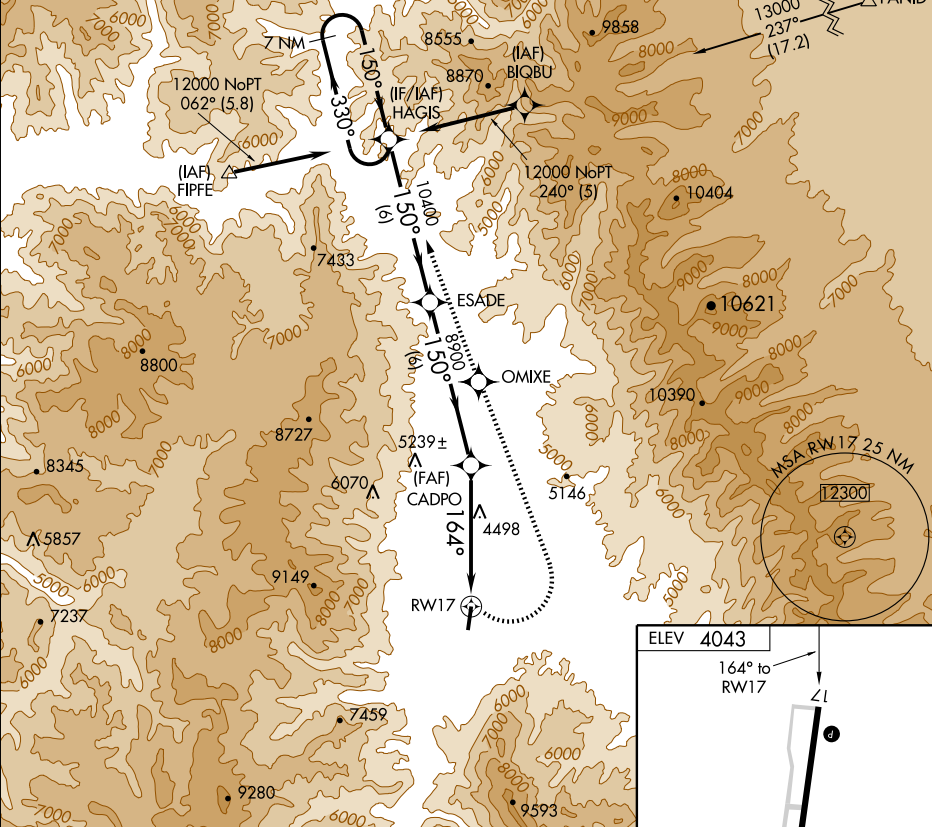
|  |                      |  |
|--|----------------------|--|
|  | DME/DME RNP -0.3 NA. | MISSED APPROACH: Climbing left turn to 12000 direct OMIXE and via 324° track to HAGIS and hold. Continue climb-in-hold to 12000. |
|--|----------------------|--|

AWOS-3  
**135.075**

SALT LAKE CENTER  
**132.4 338.3**

UNICOM  
**122.8 (CTAF) ①**

Procedure NA for arrivals at FANID via V113 northeast bound.





|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>005°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>4043</b> |
|------------------------|-----------------------------|---|

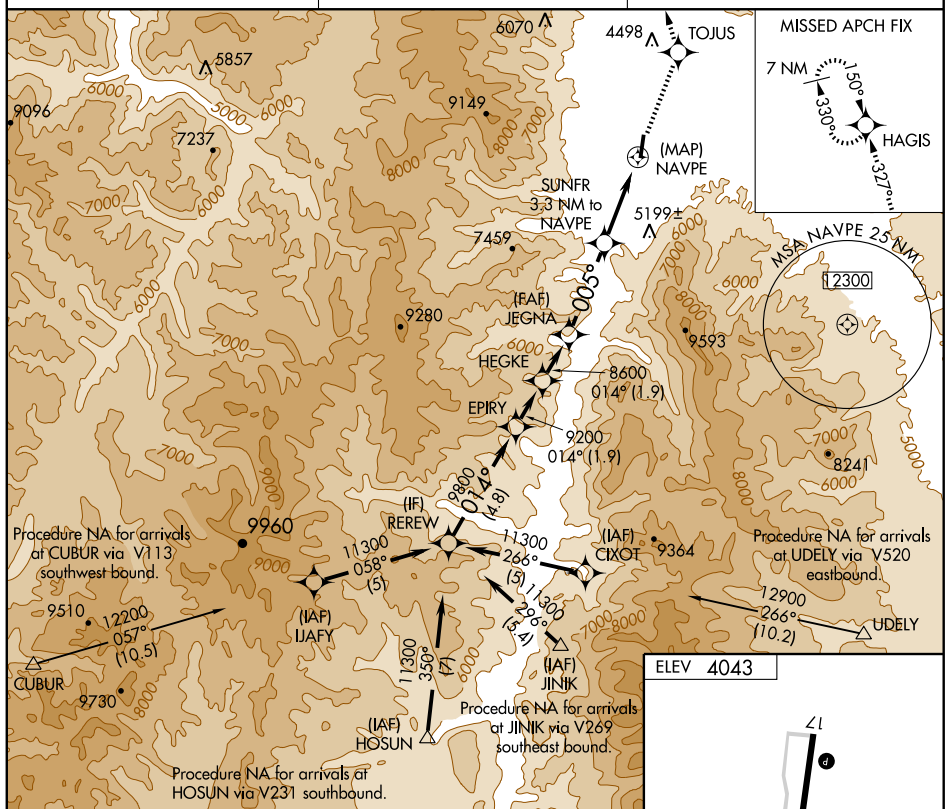
## RNAV (GPS)-D

SALMON/LEMHI COUNTY (SMN)



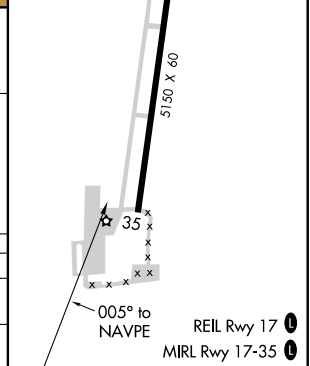
DME/DME RNP -0.3 NA. \*Missed approach requires minimum climb of 295 feet per NM to 12000.

MISSED APPROACH: Climb to 12000 direct TOJUS and left turn on track 327° to HAGIS and hold, continue climb-in-hold to 12000.

AWOS-3  
**135.075**SALT LAKE CENTER  
**132.4 338.3**UNICOM  
**122.8 (CTAF)**

ELEV 4043

|                   |                           |                           |                         |        |                          |       |       |       |
|-------------------|---------------------------|---------------------------|-------------------------|--------|--------------------------|-------|-------|-------|
|                   | REREW                     | EPIRY                     | HEGKE                   | JEGNA  | SUNFR<br>3.3 NM to NAVPE | NAVPE | TOJUS | HAGIS |
|                   | 11300                     | 9800                      | 9200                    | 8600   | 7200                     |       |       |       |
| Procedure Turn NA | 014°                      |                           |                         | 005°   |                          |       |       |       |
|                   | 4.8 NM                    | 1.9 NM                    | 1.9 NM                  | 3.5 NM | 3.3 NM                   |       |       |       |
| CATEGORY          | A                         | B                         | C                       | D      |                          |       |       |       |
| CIRCLING*         | 5880-1¼<br>1837 (1900-1¼) | 5880-1½<br>1837 (1900-1½) | 5880-3<br>1837 (1900-3) | NA     |                          |       |       |       |
| CIRCLING          | 7040-1¼<br>2997 (3000-1¼) | 7040-1½<br>2997 (3000-1½) | 7040-3<br>2997 (3000-3) | NA     |                          |       |       |       |



SALMON, IDAHO

Orig 29JUL10

SALMON/LEMHI COUNTY (SMN)

45°07'N - 113°53'W

RNAV (GPS)-D

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

|   |                        |  |                           |
|---|------------------------|--|---------------------------|
| VOR/DME LKT<br><b>113.5</b><br>Chan <b>82</b> | APP CRS<br><b>038°</b> | Rwy ldg<br>TDZE<br>Apt Elev<br><b>4043</b> | N/A<br>N/A<br><b>4043</b> |
|---|------------------------|--|---------------------------|

# VOR/DME-B

SALMON/LEMHI COUNTY (SMN)

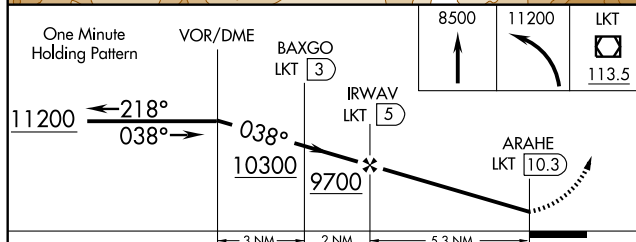
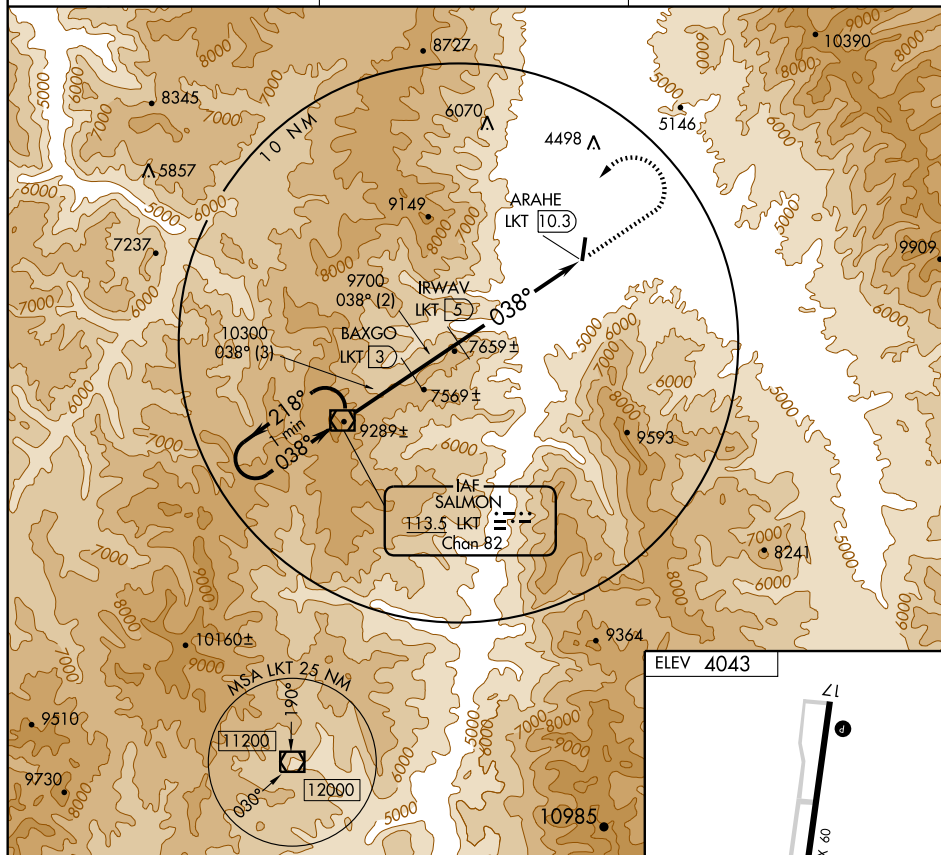


MISSED APPROACH: Climb to 8500 then climbing left turn to 11200 direct LKT VOR/DME and hold.

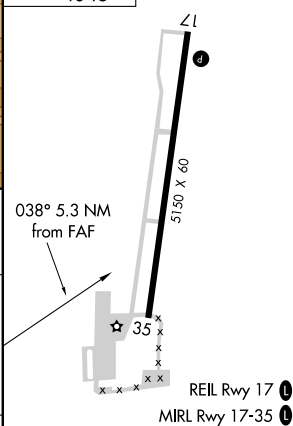
AWOS-3  
**135.075**

SALT LAKE CENTER  
**132.4 338.3**

UNICOM  
**122.8 (CTAF) 0**



ELEV 4043



| CATEGORY | A                               | B                               | C                       | D  | Knots   | 60 | 90 | 120 | 150 | 180 |
|----------|---------------------------------|---------------------------------|-------------------------|----|---------|----|----|-----|-----|-----|
| CIRCLING | 8000-1 1/4<br>3957 (4000-1 1/4) | 8000-1 1/2<br>3957 (4000-1 1/2) | 8000-3<br>3957 (4000-3) | NA | Min:Sec |    |    |     |     |     |

SALMON, IDAHO

Orig-A 06327

45° 07' N - 113° 53' W

SALMON/LEMHI COUNTY (SMN)

# VOR/DME-B

## SALMON

**LEMHI CO** (SMN) 4 S UTC-7(-6DT) N45°07.43' W113°52.88'

4043 B S4 FUEL 100, JET A NOTAM FILE SMN

RWY 17-35: H5150X60 (ASPH) S-12.5 MIRL

RWY 17: REIL. PAPI(P4L)—GA 3.5°. TCH 55'.

**AIRPORT REMARKS:** Attended 1500-0000Z†. Rwy 17-35 N 500' sharp drop-off on W shoulder. Rwy 17 use rgt tfc pattern for ngt ops only. Bcn OTS indef. ACTIVATE MIRL Rwy 17-35, REIL and PAPI Rwy 17—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 135.075 (208) 756-4381.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

SALMON RCO 122.55 (BOISE RADIO)

SALT LAKE CENTER APP/DEP CON 132.4

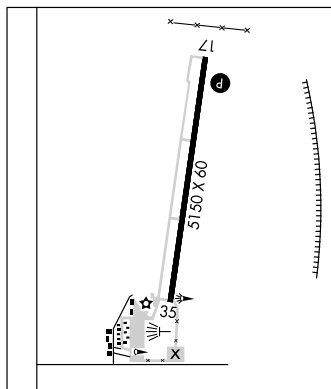
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SMN.

SALMON (H) VORW/DME 113.5 LKT Chan 82 N45°01.28'  
W114°05.06' 036° 10.6 NM to fld. 9258/18E.

GREAT FALLS

H-1C, L-13C

IAP



**SANDPOE** N48°17.44' W116°33.79' NOTAM FILE BOI.

NDB (MHW) 264 SZT at Sandpoint. NDB unusable 360°-170° byd 15 NM; 170°-200° byd 20 NM; 200°-360° all distances and altitudes.

GREAT FALLS

L-13B

**SANDPOINT** (SZT) 2 N UTC-8(-7DT) N48°17.97' W116°33.61'

2131 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE SZT

RWY 01-19: H5501X75 (ASPH) S-40 MIRL

RWY 01: REIL. PAPI(P2L)—GA 3.75° TCH 28'. Tree.

RWY 19: REIL. PAPI(P2L)—GA 3.75° TCH 28'. Trees.

**AIRPORT REMARKS:** Attended 1500-0300Z† Summer, 1600-0100Z† Winter. Wildlife invof arpt. Rwy 01 additional obstruction: +23' railroad at 730' centerline, +65' P-line at 1800' on centerline, and +85' trees at 1900' on centerline. ACTIVATE MIRL Rwy 01-19 and REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 135.425 (208) 263-3074.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

® SEATTLE CENTER APP/DEP CON 123.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GEG.

SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90'

W117°37.61' 023° 61.6 NM to fld. 2755/21E. HIWAS.

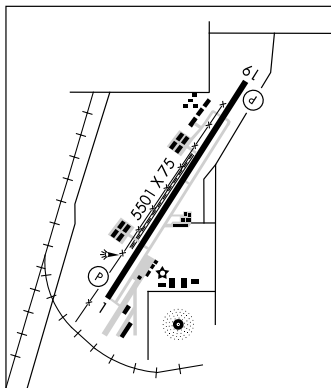
SANDPOE NDB (MHW) 264 SZT N48°17.44' W116°33.79'  
at fld. NOTAM FILE BOI.

ILS/DME 109.1 I-RPO Chan 28 Rwy 01. Localizer  
unusable from 1 NM to rwy thld.

GREAT FALLS

H-1C, L-13B

IAP



**SHEARER (USFS)** (2U5) 0 S UTC-8(-7DT) N45°59.37' W114°50.48'

2634 NOTAM FILE BOI

RWY 18-36: 2000X15 (TURF)

RWY 18: Hill. RWY 36: Trees.

**AIRPORT REMARKS:** Unattended. Inexperienced pilots should use for emergencies only. Rwy may be soft in spring and late fall. Recommend early morning or late evening operations during summer. Rwy 18-36 first 300' of rwy rough. Big game animals on and invof arpt. Located in narrow winding river canyon. Land Rwy 18, takeoff Rwy 36. Blind apch to Rwy 18; before landing/takeoff call on frequency. 122.9; monitor same. Ctc arpt manager 208-983-4060, for briefings and rwy conditions.

**COMMUNICATIONS:** CTAF 122.9

GREAT FALLS

**SHOSHONE CO** (See KELLOGG)

|   |                        |                             |                           |
|---|------------------------|-----------------------------|---------------------------|
| LOC/DME I-RPO<br><b>109.1</b><br>Chan <b>28</b> | APP CRS<br><b>014°</b> | Rwy Idg<br>TDZE<br>Apt Elev | N/A<br>N/A<br><b>2131</b> |
|---|------------------------|-----------------------------|---------------------------|

**LOC/DME-A**  
SANDPOINT (SZT)

**NA** Circling NA west of Rwy 1-19.

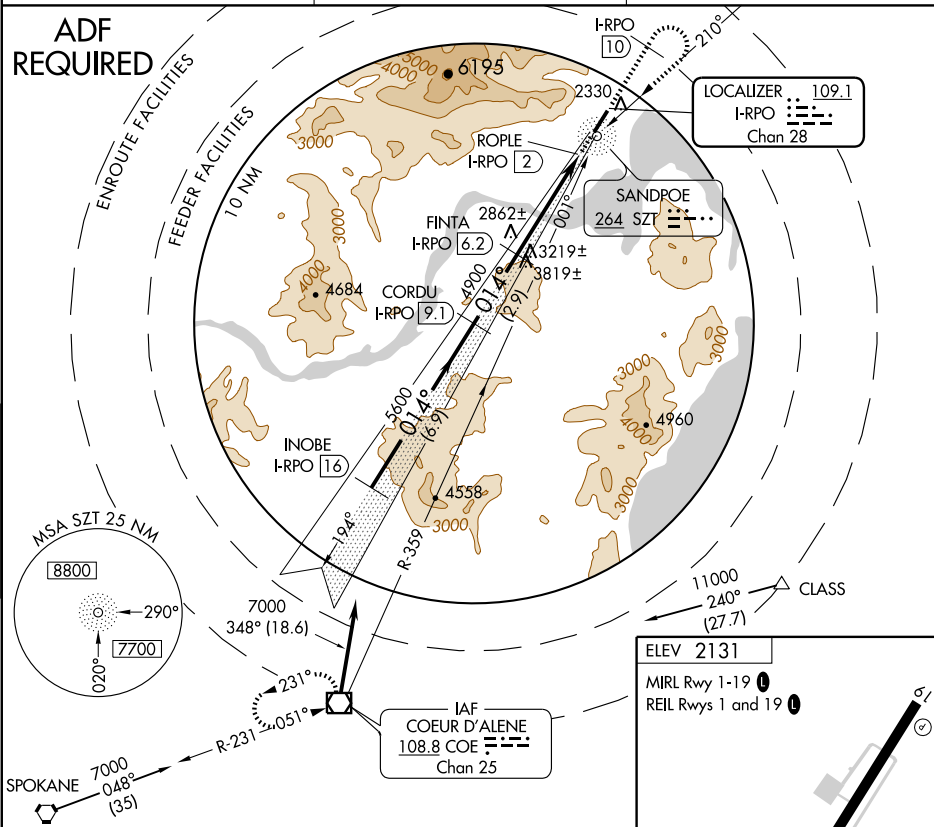
MISSED APPROACH: Climb to 8000 via heading 014° to I-RPO 10 DME, then climbing right turn via SZT bearing 030° to SZT NDB, cross SZT NDB at 8000, then via SZT bearing 181° and COE R-359 to COE VOR/DME and hold.

AWOS-3  
**135.425**

SEATTLE CENTER  
**123.95 290.55**

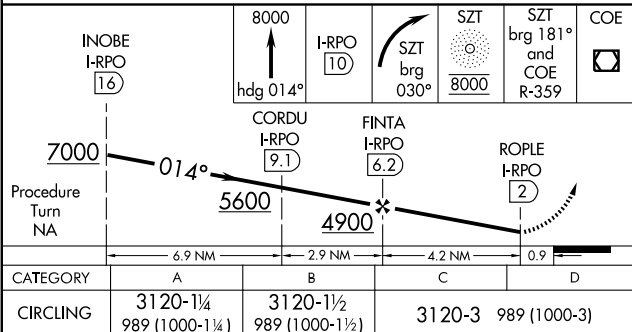
UNICOM  
**122.7 (CTAF) 0**

**ADF  
REQUIRED**



ELEV **2131**

MIRL Rwy 1-19 **0**  
REIL Rws 1 and 19 **0**



ELEV **2131**

MIRL Rwy 1-19 **0**  
REIL Rws 1 and 19 **0**

|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>349°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>2131</b> |
|------------------------|-----------------------------|---|

RNAV (GPS)-B

SANDPOINT (SZT)

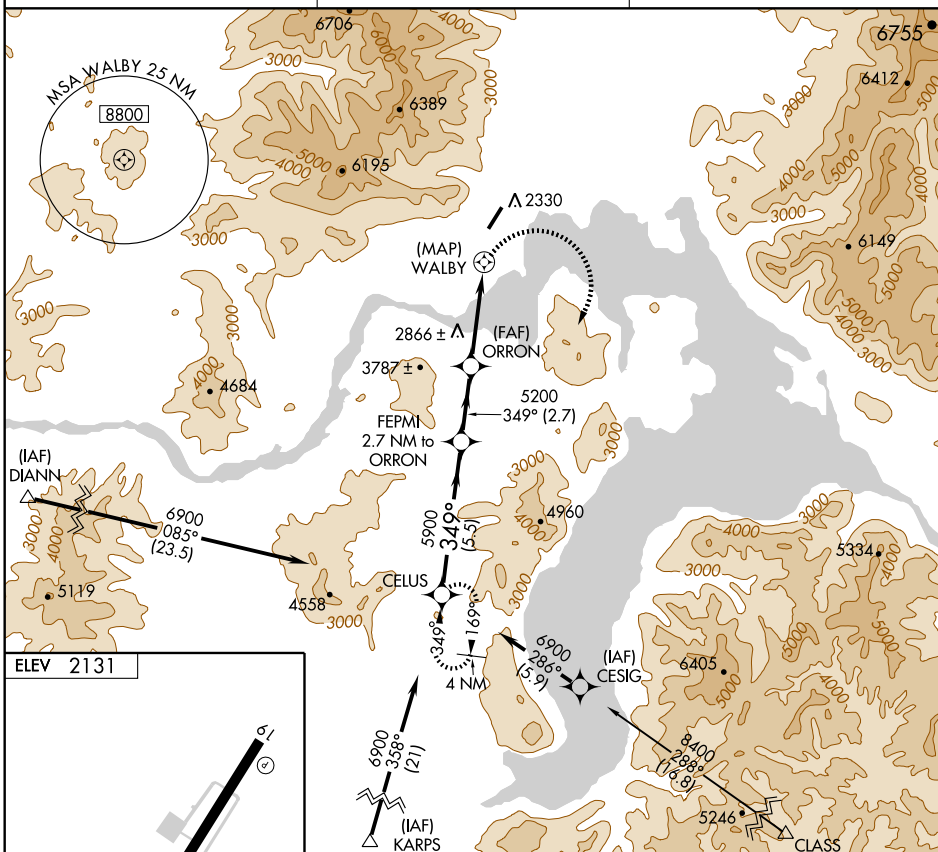
**▼** If local altimeter setting not received procedure NA.  
**▲ NA** Circling NA west of Rwy 1/19.  
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6900 direct  
 CELUS and hold.

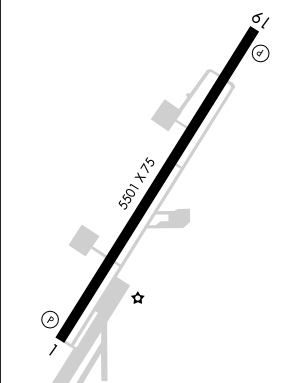
AWOS-3  
**135.425**

SEATTLE CENTER  
**123.95 290.55**

UNICOM  
**122.7 (CTAF) 0**

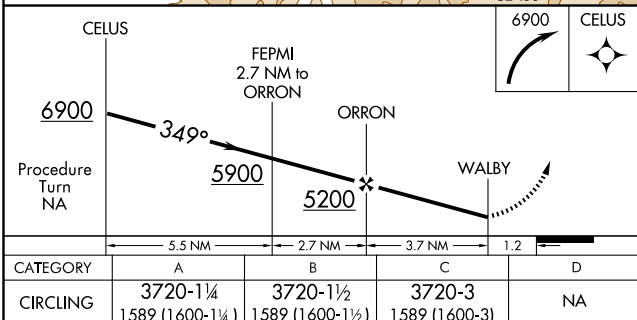


ELEV 2131



MIRL Rwy 1-19 0

REIL Rwy 1 and 19 0



SANDPOINT, IDAHO

Orig 10210

48°18'N-116°34'W

SANDPOINT (SZT)

RNAV (GPS)-B

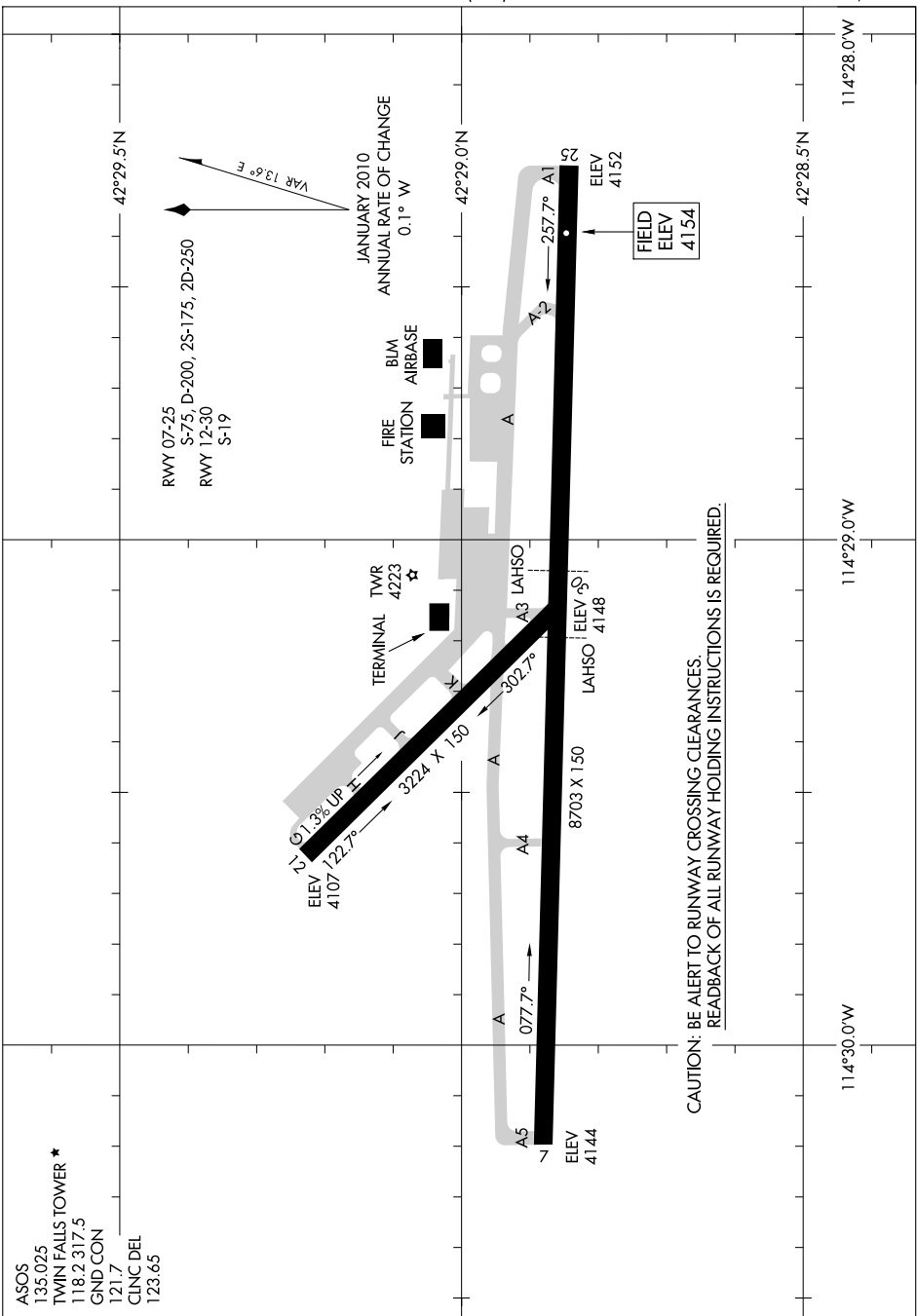
NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)  
AL-885 (FAA) TWIN FALLS, IDAHO

NW-1, 26 AUG 2010 to 23 SEP 2010



NW-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

TWIN FALLS, IDAHO  
TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

**TWIN FALLS** N42°28.79' W114°29.37' NOTAM FILE TWF.

SALT LAKE CITY

(L) VORTACW 115.8 TWF Chan 105 at Joslin Fld—Magic Valley Rgnl. 4140/18E.

H-3C, L-11C

VOR portion unusable

115°-160° byd 30 NM blo 11,000'

115°-160° byd 33 NM blo 12,000'

DME unusable

105°-160° byd 20 NM blo 15,000'

RCO 122.25 (BOISE RADIO)

**TWIN FALLS****JOSLIN FLD—MAGIC VALLEY RGNL** (TWF) 4 S UTC-7(-6DT)

SALT LAKE CITY

N42°28.91' W114°29.27'

H-3C, L-11C

4154 B S4 FUEL 100LL, JET A1 + OX 1, 3 Class I, ARFF Index A NOTAM FILE TWF

IAP, AD

RWY 07-25: H8703X150 (ASPH-PFC) S-75, D-200, 2S-175,

2D-250 HIRL

RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 50'.

RWY 25: MALSR. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 12-30: H3224X150 (ASPH) S-19 1.3% up SE

RWY 12: Trees. RWY 30: Antenna.

**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---------|------------------|-----------|
| RWY 07  | 12-30            | 4500      |
| RWY 25  | 12-30            | 3600      |

**AIRPORT REMARKS:** Attended 1330-0300Z. Additional fuel service fee between 0300-1330Z, call 208-733-5920 or 539-4034 for information. Skydiving on arpt north of Rwy 25 apch end. No line of sight between apch end of Rwy 25 and apch end of Rwy 12. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 208-733-5215. Rwy 12-30 and Twy G, Twy H, Twy J and Twy K non-air carrier movement area. When twr clsd ACTIVATE HIRL Rwy 07-25, MALSR Rwy 25, REIL Rwy 07—CTAF. Landing fee for all FAR Part 121, 135 operators and general aviation Part 91 acft greater than 12,500 lbs maximum gross landing weight. For information ctc airport manager 208-733-5215.

**WEATHER DATA SOURCES:** ASOS 135.025 (208) 733-1878.**COMMUNICATIONS:** CTAF 118.2 UNICOM 122.95

TWIN FALLS RCO 122.25 (BOISE RADIO)

TWIN FALLS APP/DEP 126.7 (1300-0400Z)

® SALT LAKE CENTER APP/DEP CON 118.05 (0400-1300Z)

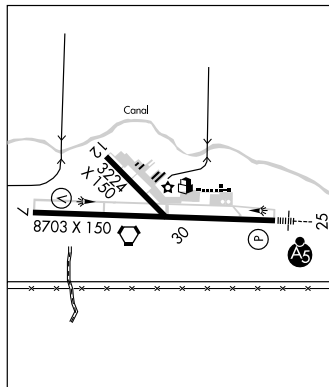
TWIN FALLS TOWER 118.2 (1300-0400Z) GND CON 121.7 CLNC DEL 123.65

**AIRSPACE:** CLASS D svc 1300-0400Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE TWF.

TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79' W114°29.37' at fld. 4140/18E.

STRIK NDB (LOM) 389 TW N42°28.72' W114°21.27' 256° 5.9 NM to fld.

ILS 108.3 I-TWF Rwy 25. Class IE. LOM STRIK NDB. ILS unmonitored when twr closed.

**COMM/NAV/WEATHER REMARKS:** Freq 121.5 not avbl at twr.**TYHEE** N42°57.83' W112°30.98' NOTAM FILE PIH.

SALT LAKE CITY

NDB (LOM) 383 PI 210° 4.8 NM to Pocatello Rgnl. Unmonitored when twr clsd.

L-11C

**UCCON** N43°35.87' W111°58.84' NOTAM FILE IDA.

SALT LAKE CITY

NDB (LOM) 324 ID 201° 6.4 NM to Idaho Falls Rgnl.

**UPPER LOON CREEK USFS** (See CHALLIS)**USTIK** N43°35.81' W116°18.91' NOTAM FILE BOI.

SALT LAKE CITY

NDB (HW/LOM) 359 BO 099° 4.5 NM to Boise Air Terminal (Gowen Fld).

L-11B

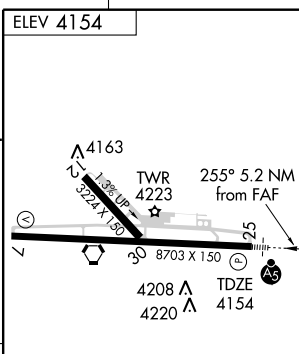
**WARM SPRINGS CREEK** (See LOWMAN)

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

**MISSED APPROACH:** Climb to 4600 then climbing right turn to 7000 via heading 020° and TWF VORTAC R-349 to TOXEE INT/TWF 13 DME and hold.

UNICOM  
122.95

NW-1. 26 AUG 2010 to 23 SEP 2010



|                        |      |      |      |      |      |
|------------------------|------|------|------|------|------|
| REIL Rwy 7 <b>L</b>    |      |      |      |      |      |
| HIRL Rwy 7-25 <b>L</b> |      |      |      |      |      |
| FAF to MAP 5.2 NM      |      |      |      |      |      |
| Knots                  | 60   | 90   | 120  | 150  | 180  |
| Min:Sec                | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

42°29'N - 114°29'W

ILS or LOC RWY 25



## NDB RWY 25

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)



When local altimeter setting not received, use  
Jerome altimeter setting and increase all MDA  
60 feet and Circling Cats C and D visibility  $\frac{1}{4}$  mile.

MALSR



MISSED APPROACH: Climb to 4800 then climbing right turn  
to 6000 direct STRIK LOM and hold.

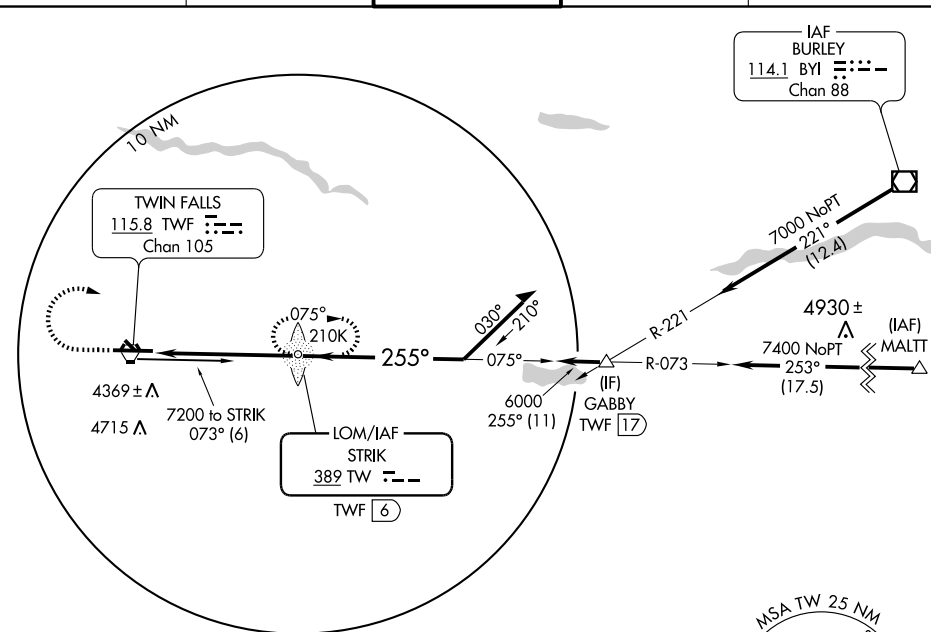
ASOS  
**135.025**

TWIN FALLS APP CON ★  
**126.7 353.75**

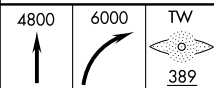
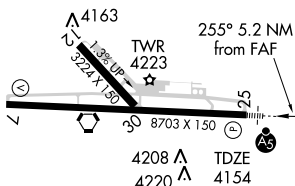
TWIN FALLS TOWER ★  
**118.2 (CTAF) 317.5**

GND CON  
**121.7**

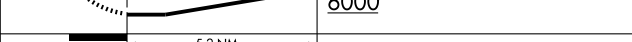
UNICOM  
**122.95**



ELEV 4154



VGSI and descent angles not coincident.



| CATEGORY | A                     | B                         | C  | D  |
|----------|-----------------------|---------------------------|--|--|
| S-25     | 4680- $\frac{3}{4}$   | 526 (600- $\frac{3}{4}$ ) | 4680-1<br>526 (600-1)                              | 4680-1 $\frac{1}{2}$<br>526 (600-1 $\frac{1}{2}$ ) |
| CIRCLING | 4680-1<br>526 (600-1) | 4720-1<br>566 (600-1)     | 4740-1 $\frac{1}{2}$<br>586 (600-1 $\frac{1}{2}$ ) | 4800-2<br>646 (700-2)                              |

REIL Rwy 7 **1**  
HIRL Rwy 7-25 **1**

| FAF to MAP 5.2 NM |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

TWIN FALLS, IDAHO

Amdt 6A 09351

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

42°29'N-114°29'W

NDB RWY 25

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>40211</b><br><b>W07A</b> | APP CRS<br><b>075°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>8703</b><br><b>4149</b><br><b>4154</b> |
|--|------------------------|--|

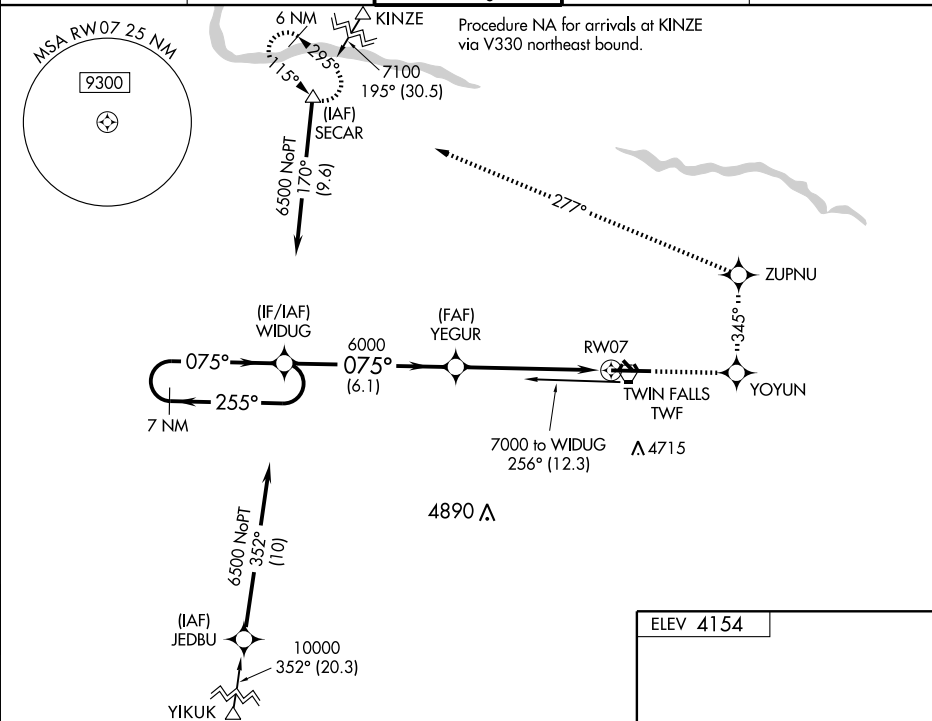
**RNAV (GPS) RWY 7**

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

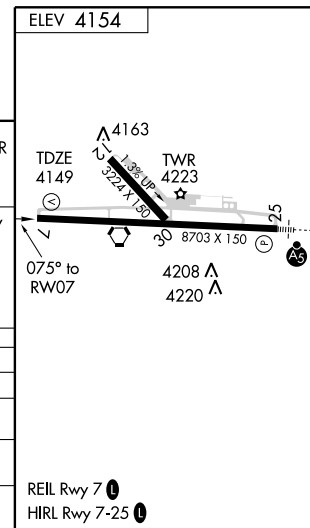
**▼** Baro-VNAV NA when using Jerome altimeter setting.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA.  
 When local altimeter setting not received, use Jerome altimeter setting and increase all DA/MDA 60 feet and increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. VDP NA when using Jerome altimeter setting.

**MISSED APPROACH:** Climb to 6000 direct YOYUN and via 345° track to ZUPNU and via 277° track to SECAR and hold.

|                        |  |  |                         |                         |
|------------------------|--|--|-------------------------|-------------------------|
| ASOS<br><b>135.025</b> | TWIN FALLS APP CON*<br><b>126.7 353.75</b> | TWIN FALLS TOWER*<br><b>118.2 (CTAF) 0 317.5</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------|-------------------------|



|                      |                            |             |                 |             |          |                 |          |            |
|----------------------|----------------------------|-------------|-----------------|-------------|----------|-----------------|----------|------------|
| 7 NM Holding Pattern |                            | WIDUG       | 6000            | YOYUN       | 345° trk | ZUPNU           | 277° trk | SECAR      |
| 6500                 |                            | 255°        | 075°            | 075°        | 6000     | *1.3 NM to RW07 | RW07     | *RNAV only |
| GS 3.00°             |                            | TCH 58      | 6.1 NM          | 4.3 NM      | 1.3      |                 |          |            |
| CATEGORY             | A                          | B           | C               | D           |          |                 |          |            |
| LPV DA               | 4399-3/4 250 (300-3/4)     |             |                 |             |          |                 |          |            |
| LNAV/VNAV DA         | 4668-1 3/4 519 (600-1 3/4) |             |                 |             |          |                 |          |            |
| LNAV MDA             | 4620-1                     | 471 (500-1) | 4620-1 1/4      | 4620-1 1/2  |          |                 |          |            |
| CIRCLING             | 4680-1                     | 4720-1      | 4740-1 1/2      | 4800-2      |          |                 |          |            |
|                      | 526 (600-1)                | 566 (600-1) | 586 (600-1 1/2) | 646 (700-2) |          |                 |          |            |



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>56311</b><br><b>W25A</b> | APP CRS<br><b>255°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8703</b><br><b>4154</b><br><b>4154</b> |
|--|------------------------|-----------------------------|---|

## RNAV (GPS) RWY 25

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

▼ Baro-VNAV NA when using Jerome altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. For inoperative MALS, increase LNAV visibility Cat D to 1 mile. When local altimeter setting not received, use Jerome altimeter setting and increase all DA/MDA 60 feet and all visibilities  $\frac{3}{4}$  mile. When using Jerome altimeter setting, inoperative table does not apply. VDP NA when using Jerome altimeter setting.

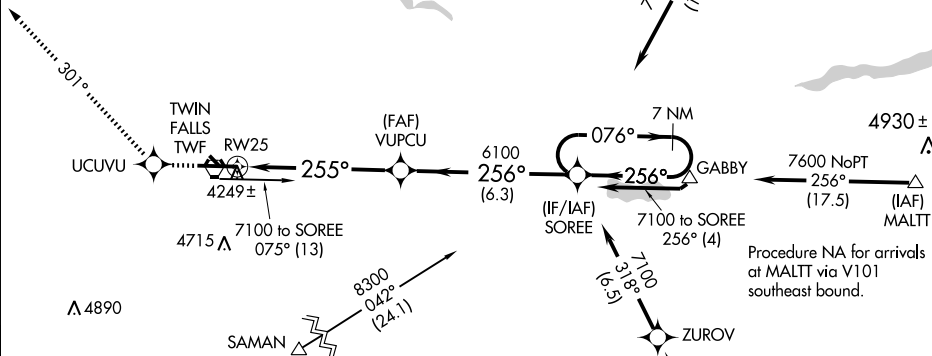
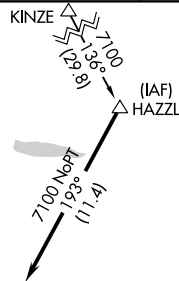
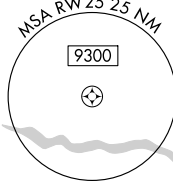
MALS



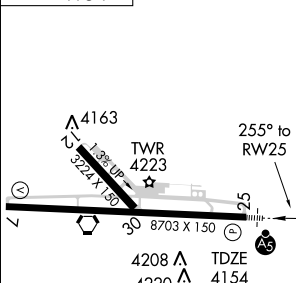
MISSED APPROACH: Climb to 6000 direct UCUVU and via 301° track to SECAR and hold.

|                        |   |   |                         |                         |
|------------------------|---|---|-------------------------|-------------------------|
| ASOS<br><b>135.025</b> | TWIN FALLS APP CON ★<br><b>126.7 353.75</b> | TWIN FALLS TOWER ★<br><b>118.2 (CTAF) 0 317.5</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|------------------------|---|---|-------------------------|-------------------------|

MISSED APCH FIX



ELEV 4154



REIL Rwy 7 0  
HIRL Rwy 7-25 0

TWIN FALLS, IDAHO  
Orig 09239

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)  
42°29'N-114°29'W

RNAV (GPS) RWY 25

NW-1, 26 AUG 2010 to 23 SEP 2010

| 6000         | UCUVU                 | 301° trk              | SECAR                   | VUPCU                 | SOREE | 7 NM Holding Pattern |
|--------------|-----------------------|-----------------------|-------------------------|-----------------------|-------|----------------------|
| *LNAV only   |                       | *1.1 NM to RW25       |                         |                       |       |                      |
| RW25         |                       | 255°                  | 6100                    | 256°                  | 076°  | 7100                 |
| 1.1 NM       |                       | 4.8 NM                | 6.3 NM                  |                       |       | GS 3.00° TCH 55      |
| CATEGORY     | A                     | B                     | C                       | D                     |       |                      |
| LPV DA       | 4354-½                |                       | 200 (200-½)             |                       |       |                      |
| LNAV/VNAV DA | 4531-¾                |                       | 377 (400-¾)             |                       |       |                      |
| LNAV MDA     | 4560-½                | 406 (500-½)           | 4560-¾<br>406 (500-¾)   | 4560-1<br>406 (500-1) |       |                      |
| CIRCLING     | 4680-1<br>526 (600-1) | 4720-1<br>566 (600-1) | 4740-1½<br>586 (600-1½) | 4800-2<br>646 (700-2) |       |                      |

## SNAKO ONE DEPARTURE

TWIN FALLS/ JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)  
SL-885 (FAA) TWIN FALLS, IDAHO

GND CON

121.7

TWIN FALLS TOWER\*

118.2 317.5

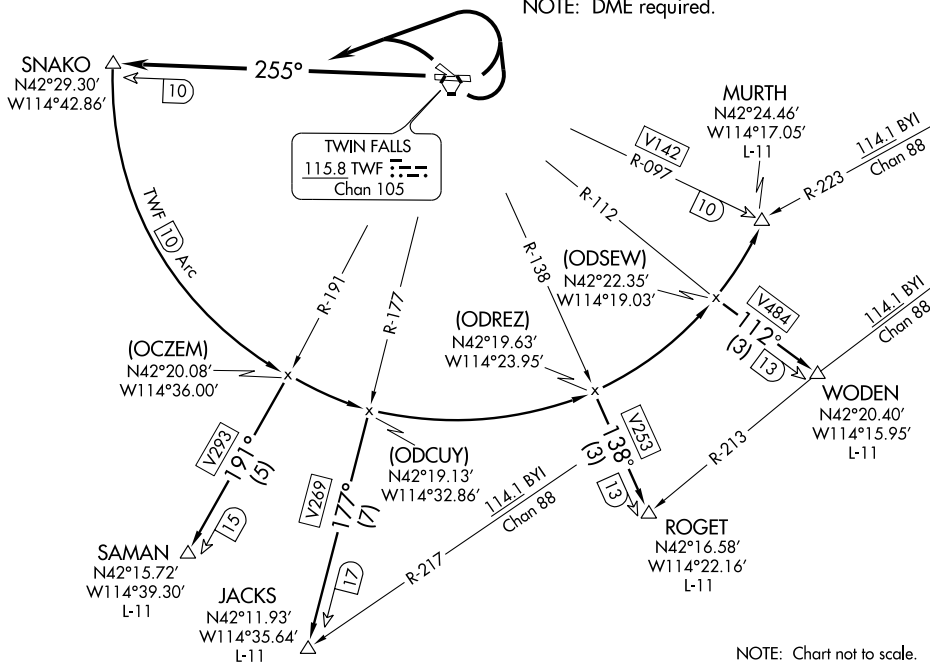
TWIN FALLS DEP CON\*

126.7 353.75

ASOS 135.025

NOTE: ROGET transition requires a minimum  
climb of 290' per NM to 7600'.NOTE: MURTH transition requires a minimum  
climb of 210' per NM to 10500'.

NOTE: DME required.



NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25: Climb runway heading, thence. . .TAKE-OFF RUNWAYS 7, 30, 12: Climbing left turn, thence. . .. . . intercept and proceed via TWF R-255 to SNAKO DME Fix, thence via  
(assigned transition).JACKS TRANSITION (SNAKO1.JACKS): From over SNAKO DME Fix via 10 DME Arc  
and V269 to JACKS INT. Thence via (assigned route).MURTH TRANSITION (SNAKO1.MURTH): From over SNAKO DME Fix via 10 DME Arc  
and V142 to MURTH INT. Thence via (assigned route).ROGET TRANSITION (SNAKO1.ROGET): From over SNAKO DME Fix via 10 DME Arc  
and V253 to ROGET INT. Thence via (assigned route).SAMAN TRANSITION (SNAKO1.SAMAN): From over SNAKO DME Fix via 10 DME Arc  
and V293 to SAMAN INT. Thence via (assigned route).WODEN TRANSITION (SNAKO1.WODEN): From over SNAKO DME Fix via 10 DME Arc  
and V484 to WODEN INT. Thence via (assigned route).

|   |                        |   |
|---|------------------------|---|
| VORTAC TWF<br><b>115.8</b><br>Chan <b>105</b> | APP CRS<br><b>078°</b> | Rwy Idg <b>8703</b><br>TDZE <b>4145</b><br>Apt Elev <b>4151</b> |
|---|------------------------|---|

VOR/DME RWY 7

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)



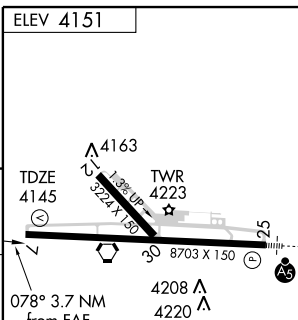
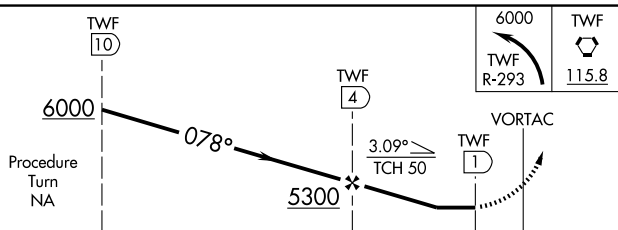
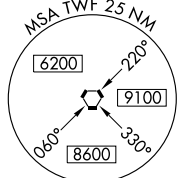
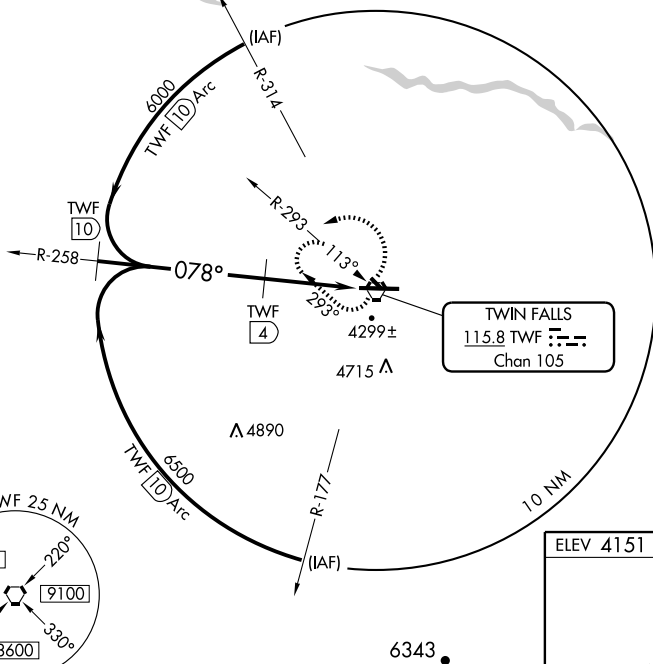
**MISSED APPROACH:** Climbing left turn to 6000 on TWF R-293 within 10 NM, return to VORTAC and hold.

ASOS  
**135.025**

TWIN FALLS APP CON ★  
126.7 353.75

TWIN FALLS TOWER ★  
118.2 (CTAF)  317.5

GND CON  
**121.7**

UNICOM  
122.95

|          |                    |   |                         |                         |
|----------|--------------------|---|-------------------------|-------------------------|
|          | 6 NM               |   | 3 NM                    | 0.7                     |
| CATEGORY | A                  | B | C                       | D                       |
| S-7      | 4560-1 415 (500-1) |   |                         | 4560-1½<br>415 (500-1½) |
| CIRCLING | 4680-1 530 (600-1) |   | 4680-1½<br>530 (600-1½) | 4740-2<br>590 (600-2)   |

REIL Rwy 7 **L**  
HIRL Rwy 7-25 **L**

TWIN FALLS, IDAHO  
Orig-A 09239

TWIN FALLS  
42°29'N-114°29'W

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

VOR/DME RWY 7

NW-1. 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

VORTAC TWF  
**115.8**  
 Chan **105**

APP CRS  
**077°**

Rwy ldg  
 TDZE **8703**  
 Apt Elev **4149**  
**4154**

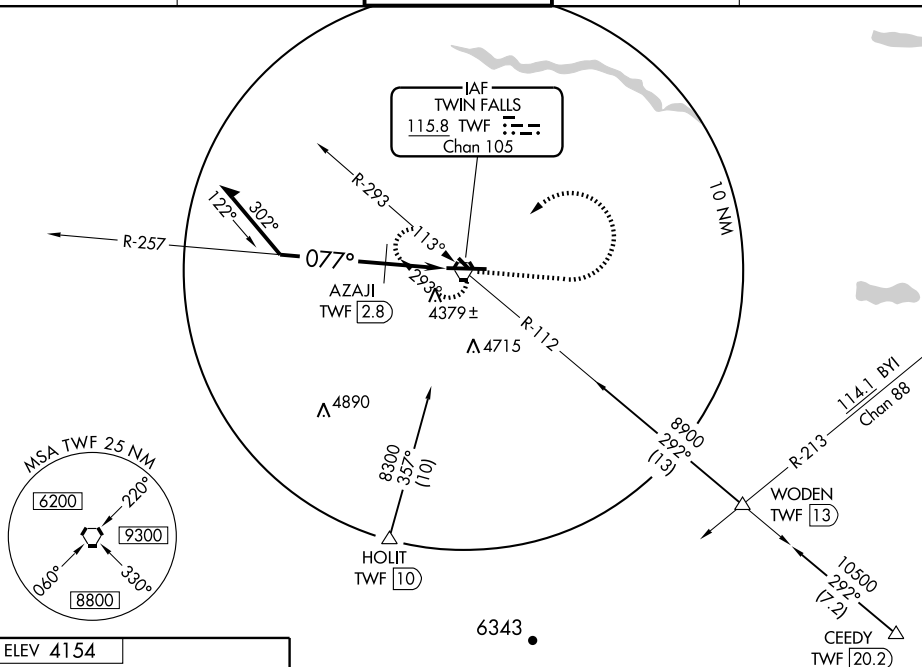
VOR RWY 7

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

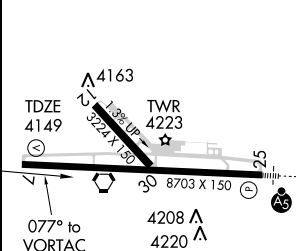
▼ When local altimeter setting not received, use Jerome altimeter setting and increase all MDA 60 feet and visibility Cat C and D ¼ mile.  
 VDP NA when using Jerome altimeter setting.

MISSED APPROACH: Climb to 6000 then left turn direct TWF VORTAC and hold.

|                        |  |  |                         |                         |
|------------------------|--|--|-------------------------|-------------------------|
| ASOS<br><b>135.025</b> | TWIN FALLS APP CON*<br><b>126.7 353.75</b> | TWIN FALLS TOWER*<br><b>118.2 (CTAF) 0 317.5</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------|-------------------------|

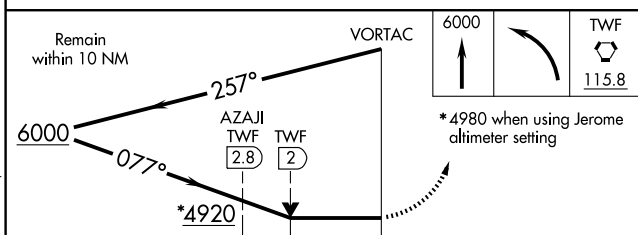


ELEV 4154



REIL Rwy 7 0

HIRL Rwy 7-25 0



| CATEGORY           | A                     | B                         | C                         | D                         |
|--------------------|-----------------------|---------------------------|---------------------------|---------------------------|
| S-7                | 4920-1<br>771 (800-1) | 4920-1 ¼<br>771 (800-1 ¼) | 4920-2 ¼<br>771 (800-2 ¼) | 4920-2 ½<br>771 (800-2 ½) |
| CIRCLING           | 4920-1<br>766 (800-1) | 4920-1 ¼<br>766 (800-1 ¼) | 4920-2 ¼<br>766 (800-2 ¼) | 4920-2 ½<br>766 (800-2 ½) |
| AZAJI FIX MINIMUMS |                       |                           |                           |                           |
| S-7                | 4640-1<br>526 (600-1) | 491 (500-1)               | 4640-1 ¼<br>491 (500-1 ¼) | 4640-1 ½<br>491 (500-1 ½) |
| CIRCLING           | 4680-1<br>526 (600-1) | 4720-1<br>566 (600-1)     | 4740-1 ½<br>586 (600-1 ½) | 4800-2<br>646 (700-2)     |

TWIN FALLS, IDAHO

Amdt 4 09239

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

42°29'N-114°29'W

VOR RWY 7

NW-1, 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

|  |                        |   |
|--|------------------------|---|
| VORTAC TWF<br><b><u>115.8</u></b><br>Chan <b>105</b> | APP CRS<br><b>248°</b> | Rwy Idg <b>8703</b><br>TDZE <b>4150</b><br>Apt Elev <b>4151</b> |
|--|------------------------|---|

VOR RWY 25  
TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

**T**

MALSR

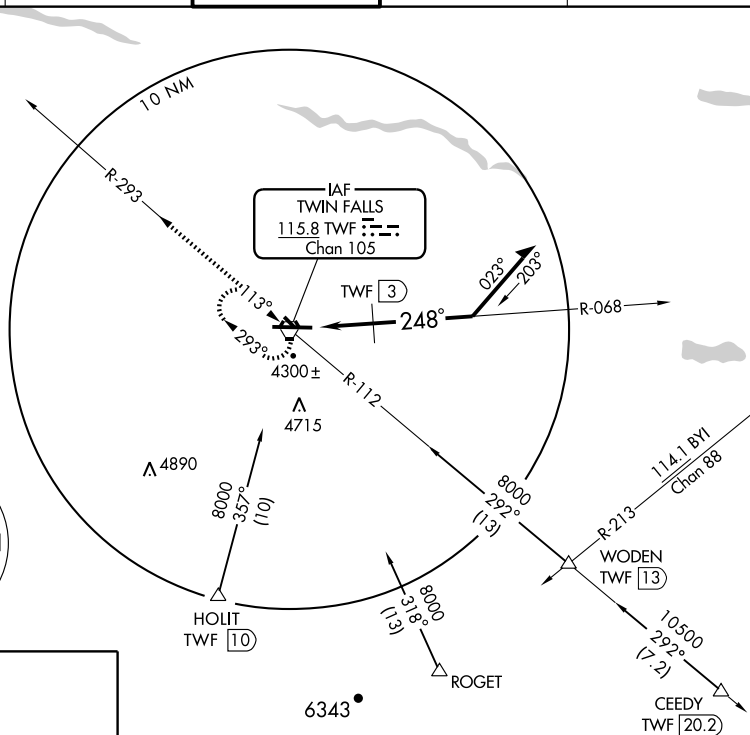
**MISSED APPROACH:** Climbing right turn to 6000 on R-293 TWFF VORTAC within 10 NM, return to VORTAC and hold.

ASOS  
135.025

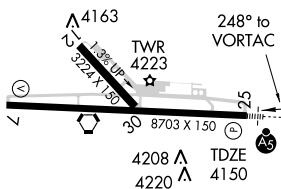
**TWIN FALLS APP CON ★**  
**126.7 353.75**


TWIN FALLS TOWER ★  
118.2 (CTAF) 317.5

GND CON  
**121.7**

UNICOM  
122.95

ELEV 4151



|                      |  |
|----------------------|--|
| 6000<br>TWF<br>R-293 | TWF<br><br><u>115.8</u> |
|----------------------|--|

| CATEGORY   | A        | B             | C                             | D                             |
|------------|----------|---------------|-------------------------------|-------------------------------|
| S-25       | 4620-1/2 | 470 (500-1/2) | 4620-3/4<br>470 (500-3/4)     | 4620-1 1/4<br>470 (500-1 1/4) |
| CIRCLING   | 4680-1   | 530 (600-1)   | 4680-1 1/2<br>530 (600-1 1/2) | 4740-2<br>590 (600-2)         |
| DME MINIMA |          |               |                               |                               |
| S-25       | 4560-1/2 | 410 (500-1/2) |                               | 4560-1<br>410 (500-1)         |

REIL Rwy 7 **L**  
HIRL Rwy 7-25 **L**

TWIN FALLS, IDAHO  
Amdt 15A 09239

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)  
42°29'N-114°29'W VOP PWY 25

VOR RWY 25

NW-1. 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010

**WARREN (USFS)** (3U1) 0 NW UTC-7(-6DT) N45°16.09' W115°41.01'

GREAT FALLS

5896 NOTAM FILE BOI

**RWY 11-29:** 2765X50 (DIRT)

**RWY 11:** Trees. **RWY 29:** Road.

**AIRPORT REMARKS:** Unattended. No winter maintenance. Rwy width varies from 65' to 85'. Rwy 11-29 thlds marked with white rock. Recommend land Rwy 11, tkf Rwy 29 when wind conditions allow. Downdrafts prevalent Rwy 11 summer months. Recommended use early morning and late evening in summer. Not recommended for inexperienced pilots. Road crosses rwy approximately 800' from Rwy 11 thld. No telephone avbl at arpt. Rwy 11-29 has some loose rocks to 2 inches in diameter, isolated spots of embedded flat rocks to 6 inches in diameter and some spotty weed growth to 12 inches.

**COMMUNICATIONS:** CTAF 122.9

**WEATHERBY USFS** (See ATLANTA)

**WEISER MUNI** (S87) 3 S UTC-7(-6DT) N44°12.28' W116°57.63'

SALT LAKE CITY

2120 B S3 FUEL 100LL NOTAM FILE BOI

L-11B

**RWY 12-30:** H4000X60 (ASPH) S-12.5 MIRL

IAP

**RWY 12:** REIL. Trees.

**RWY 30:** REIL. PAPI(P4L)—GA 3.0° TCH 50'.

**AIRPORT REMARKS:** Attended continuously. Birds on and in vicinity of arpt. Extensive agricultural ops Mar-Oct. ACTIVATE MIRL Rwy 12-30 and REIL Rwy 12 and Rwy 30—CTAF. PAPI Rwy 30 opr continuously.

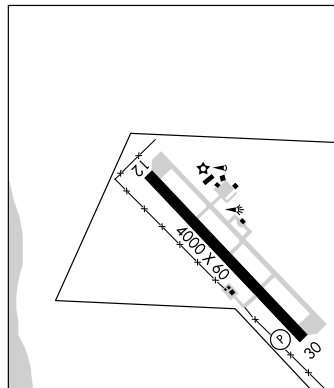
**COMMUNICATIONS:** CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.

**DONNELLY (H) VORTACW** 116.2 DNJ Chan 109 N44°46.03'

W116°12.38' 205° 46.8 NM to fld. 7333/19E.



## YELLOW PINE

**JOHNSON CREEK** (3U2) 3 S UTC-7(-6DT) N44°54.73' W115°29.14'

GREAT FALLS

4933 NOTAM FILE BOI

**RWY 17-35:** 3400X150 (TURF)

**RWY 17:** Ridge. **RWY 35:** Fence.

**AIRPORT REMARKS:** Attended Jun-Aug, Thu-Mon 1500-0000Z. Big game animals on and invof arpt. No winter maintenance. Recommend land Rwy 17, tkf Rwy 35 when wind conditions allow. Rwy 17-35 plus 60' trees 100' each side of centerline. Be alert for sprinklers on rwy. Additional 250' of length avbl for tkf on Rwy 35 end. Rwy 17-35 edges and thlds marked with white rocks. Special considerations should be given to density altitude, turbulence and mountain flying proficiency.

**COMMUNICATIONS:** CTAF 122.9





APP CRS  
301°

| Rwy Idg | TDZE | Apt Elev |
|---------|------|----------|
| 18L     | 10   | 10       |
| 18R     | 10   | 10       |
| 9L      | 10   | 10       |
| 9R      | 10   | 10       |
| 1       | 10   | 10       |
| 2       | 10   | 10       |
| 3       | 10   | 10       |
| 4       | 10   | 10       |
| 5       | 10   | 10       |
| 6       | 10   | 10       |
| 7       | 10   | 10       |
| 8       | 10   | 10       |
| 10      | 10   | 10       |
| 11      | 10   | 10       |
| 12      | 10   | 10       |
| 13      | 10   | 10       |
| 14      | 10   | 10       |
| 15      | 10   | 10       |
| 16      | 10   | 10       |
| 17      | 10   | 10       |
| 19      | 10   | 10       |
| 20      | 10   | 10       |
| 21      | 10   | 10       |
| 22      | 10   | 10       |
| 23      | 10   | 10       |
| 24      | 10   | 10       |
| 25      | 10   | 10       |
| 26      | 10   | 10       |
| 27      | 10   | 10       |
| 28      | 10   | 10       |
| 29      | 10   | 10       |
| 30      | 10   | 10       |
| 31      | 10   | 10       |
| 32      | 10   | 10       |
| 33      | 10   | 10       |
| 34      | 10   | 10       |
| 35      | 10   | 10       |
| 36      | 10   | 10       |
| 37      | 10   | 10       |
| 38      | 10   | 10       |
| 39      | 10   | 10       |
| 40      | 10   | 10       |
| 41      | 10   | 10       |
| 42      | 10   | 10       |
| 43      | 10   | 10       |
| 44      | 10   | 10       |
| 45      | 10   | 10       |
| 46      | 10   | 10       |
| 47      | 10   | 10       |
| 48      | 10   | 10       |
| 49      | 10   | 10       |
| 50      | 10   | 10       |
| 51      | 10   | 10       |
| 52      | 10   | 10       |
| 53      | 10   | 10       |
| 54      | 10   | 10       |
| 55      | 10   | 10       |
| 56      | 10   | 10       |
| 57      | 10   | 10       |
| 58      | 10   | 10       |
| 59      | 10   | 10       |
| 60      | 10   | 10       |
| 61      | 10   | 10       |
| 62      | 10   | 10       |
| 63      | 10   | 10       |
| 64      | 10   | 10       |
| 65      | 10   | 10       |
| 66      | 10   | 10       |
| 67      | 10   | 10       |
| 68      | 10   | 10       |
| 69      | 10   | 10       |
| 70      | 10   | 10       |
| 71      | 10   | 10       |
| 72      | 10   | 10       |
| 73      | 10   | 10       |
| 74      | 10   | 10       |
| 75      | 10   | 10       |
| 76      | 10   | 10       |
| 77      | 10   | 10       |
| 78      | 10   | 10       |
| 79      | 10   | 10       |
| 80      | 10   | 10       |
| 81      | 10   | 10       |
| 82      | 10   | 10       |
| 83      | 10   | 10       |
| 84      | 10   | 10       |
| 85      | 10   | 10       |
| 86      | 10   | 10       |
| 87      | 10   | 10       |
| 88      | 10   | 10       |
| 89      | 10   | 10       |
| 90      | 10   | 10       |
| 91      | 10   | 10       |
| 92      | 10   | 10       |
| 93      | 10   | 10       |
| 94      | 10   | 10       |
| 95      | 10   | 10       |
| 96      | 10   | 10       |
| 97      | 10   | 10       |
| 98      | 10   | 10       |
| 99      | 10   | 10       |
| 100     | 10   | 10       |

N/A  
N/A  
2120

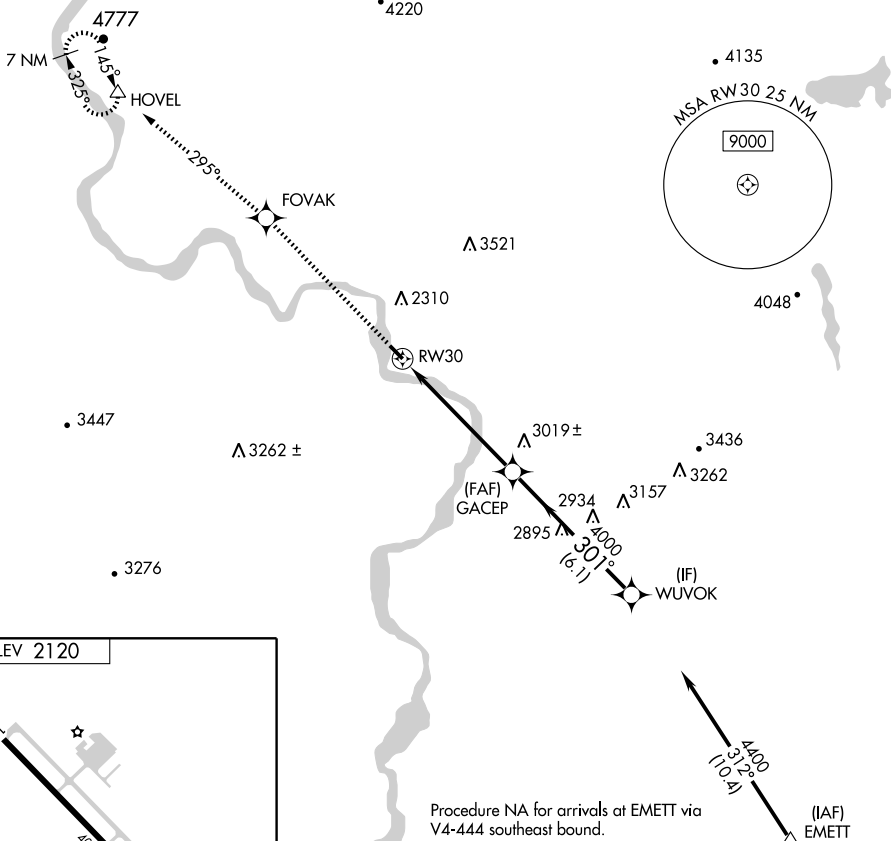
# RNAV (GPS)-A

## WEISER MUNI (S87)

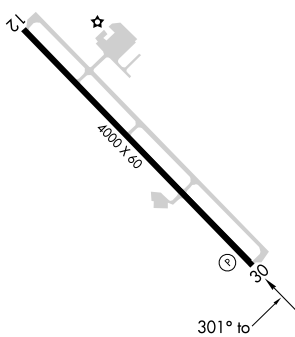
|   |  |   |
|---|--|---|
| <br> NA | DME/DME RNP-0.3 NA. Procedure NA at night.<br>Use Ontario altimeter setting; when not received, use<br>Boise altimeter setting and increase all MDAs 160 feet. | <b>MISSED APPROACH:</b> Climb to 9000 direct FOVAK and via<br>295° track to HOVEL and hold, continue climb-in-hold to 9000. |
|---|--|---|

SALT LAKE CENTER  
128.05 387.15

UNICOM  
122.8 (CTAF) **L**



ELEV 2120



MIRL Rwy 12-30 **L**  
REIL Rwy 12 and 30 **L**

WEISER, IDAHO  
Orig 08269

44°12'N - 116°58'W

WEISER MUNI (S87)  
RNAV (GPS)-A

NW-1. 26 AUG 2010 to 23 SEP 2010

NW-1, 26 AUG 2010 to 23 SEP 2010